THE LITERARY DIGEST

PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

Published by Funk & Wagnalls Company (Adam W. Wagnalls, Pres.; Wilfred J. Funk, Vice-Pres.; Robert J. Cuddihy, Treas.; William Neisel, Sec'y), 354-360 Fourth Ave., New York

Vol. LXII, No. 11 New York, September 13, 1919 Whole Number 1534

TOPICS - OF - THE - DAY

THE CUMMINS CURE FOR OUR RAILROAD DISTRESS

HAPPY DAYS FOR ALL—so its advocates contend—are promised in the Railroad Bill reported by a subcommittee of which Albert B. Cummins, Republican United States Senator from Iowa, is chairman. A happy Government will escape the torments attending ownership of railroads, we are assured. Happy railroad companies will get back their roads, which will again be theirs in fee simple, tho considerably rearranged, as the bill proposes from twenty to thirty-five consolidated systems. Happy stockholders will know that capitalization never exceeds the value of the property; that "fair" dividends will be paid; and that a railroad transportation board of five, appointed by the President with the Senate's advice and consent, will supervise the operation of the roads. Happy employees will have "a voice" in the management, be taken care of as regards wages and working conditions by the Interstate Commerce Commission, and receive benefits accruing from half the excess profits, as funds thus come by will be devoted "to promote amelioration of railway labor conditions, to extend and improve hospital relief, to supplement existing systems of insurance and pensions, to give technical educations to employees, and to establish a system of profit-sharing by employees." A happy public, meanwhile, will rejoice in the roads' improved up-keep, as the other half of the excess profits will go for equipment, and—most radiant blessing of all—see strikes forever abolished. All disputes will be settled by a special commission on wages and working conditions, subject to action by the Railway Transportation Board and the Interstate Commerce Commission. Strikes of railroad-workers are prohibited under severe penalty.

Such, in brief, are the felicities promised by what is known as the Cummins plan, altho the subcommittee over which Senator Cummins presides includes Democrats as well as Republicans. Several other plans—the Plumb plan, the Warfield plan, the Esch-Pomerene, and the rest (in all, something like thirty)—endeavor to deflect and divide public attention. That the Cummins plan, even if adopted in the end, will be considerably remodeled, is recognized by the press, but discussion naturally deals with the project in its present form. And, to one element at least, its present form is abhorrent. Labor cherishes the right to strike. Hence newspaper interviews with angry labor-leaders and the appearance in the New York *Tribune* of an article headed "Labor Will Fight Cummins's Measure," and quoting Samuel Gompers's assertion, "The civilized nations of the world are to-day in agreement that the nation deprived of the right to strike is a nation of slaves." As *The Tribune* goes on to say:

> "This position has been enunciated time and again as the policy of the American Federation of Labor, and the right to strike was one of the things reserved to labor in the famous declaration of March 12, 1917, in which the labor-unions of the country pledged all loyalty to the nation in the war which then appeared unavoidable. The signers of the declaration were willing to give up everything except what they believe to be their one most dependable weapon of self-defense."

To the New York *Commercial* its provisions for strike-prevention seem the Cummins Bill's most prominent and amusing features, for—

> "Mr. Cummins proposes to abolish strikes by act of Congress. It is too bad this remedy was not thought of before. There is an old saying that you can lead a horse to the water, but you can't make him drink. If the railroad employees should stop working all at once, who is going to make them work? If they have got to go to jail otherwise, who is going to take them there? Of course, the idea is that if they do strike they will forfeit certain rights, but then they may strike to have those rights restored. If men want to strike they will strike for any reason at all or for none."

Editorially, *The Tribune* gives strike-prevention less prominence, but clearly has little admiration for the bill, and takes the subcommittee to task for exceeding its powers, and, in addition, for submitting results that it thinks might be termed half-baked. Says *The Tribune:*

> "The subcommittee has been led greatly to enlarge its preliminary program. It set out merely to return the railroads to their owners, but it has been forced to enter the fields of politics and economics. New machinery of control is set up by which private owners are divested of most of the arttributes of ownership.
>
> "With respect to income, the railroads are not to have liberty of action. Their tariffs will be made by the Interstate Commission. With respect to outgo, wages, in default of voluntary agreement, will be determined by the Transportation Board, a new body, to consist of five persons named by the President.
>
> "Thus one government agency will control income and another the chief item of railway expenditure. The rate-fixers, one is to gather, are to take into consideration the acts of the wage-fixers, but how far the coercion goes does not precisely appear.
>
> "If there is to be public control of railroad-rates and expenditures it would seem wise to center authority in one body. If there are two bodies, divergent policies are likely to develop. The tendency of the Transportation Board would naturally be to yield to demands on it, allowing the Interstate Commerce Commission to struggle to meet the bill. Should the Interstate Commission raise rates to give the railroad-owners something on their investment, the temptation of the Transportation Board to grab the money for its employees would be strong.
>
> "And as there is more the form than the fact of private ownership, so there is more the form than the fact of railroad competition in arranging the railroads in regional groups. Should one railroad attempt to favor its district it would surely be assailed for discrimination, and the Interstate Commerce Commission would quickly bridle it. A national body would almost be compelled to frown on developments that would build up one section at the expense, as would be said, of another.
>
> "The authors of the Cummins Bill apparently are persuaded that government ownership is bad, and that if it is to be avoided and the bill passed it is necessary to establish complete public control—and such public control is tantamount to government

operation. One looks in vain for any incentive held out to the private owners to be efficient. *If they save money it does not appear they are to get it.*

"As to the compensation to be allowed to the private owners for the rent of their property, there is the usual vagueness. No guaranty of income is provided, but there is to be allowance of 'fair' dividends on the value of the property as approved by the Interstate Commerce Commission. Thus the *rate of return* is left discretionary, and, likewise, the value on which the return is to be reckoned.

"The subcommittee, of course, does not present its measure as in any sense a finality. It is merely a starting-place for further debate, with, doubtless, further attempts to unite public and private control in one measure and to get, at the same time, the benefits of competition and a supervised monopoly. But one thing seems disposed of—the subcommittee has listened to the advocates of the Plumb plan, but no echo of this remarkable plan can be detected."

TWO SOLUTIONS OF THE RAILROAD PROBLEM

	PLUMB PLAN	CUMMINS PLAN
OWNERSHIP	Public—To be obtained by issuing Government bonds to pay for legitimate private interests in the industry; courts to define "legitimate interests"; to be bought through a purchasing board comprising members of the Interstate Commerce Commission and one representative each of operators, employees, and Presidential appointees from Board of Directors.	Private—Roads to be returned to original owners; organization or reorganization to consolidate all lines into not less than twenty or more than thirty-five systems; consolidation made lawful with approval of Interstate Commerce Commission; capitalization not to exceed value of property.
OPERATION	Public—Under direction of board of fifteen directors: five named by the President, five by the operating officials, and five by the classified employees.	Government—Under direction of a Railway Transportation Board of five, appointed by the President with the advice and consent of the Senate.
RATES FIXT BY	Interstate Commerce Commission (last resort); to be automatically reduced to equalize any surplus revenue.	Interstate Commerce Commission; division of the country into rate districts, with special consideration for each.
WAGES FIXT BY	Board of Directors.	Commission on Wages and Working Conditions with final appeal to Railway Transportation Board.
DISPUTES SETTLED BY	Special boards, comprising five representatives each of operating officials and men. Final appeal to Board of Directors.	Commission on Wages and Working Conditions; subject to action by Railway Transportation Board and the Interstate Commerce Commission. Strikes prohibited under penalty.
FINANCING	Revenue used to pay (1) Operating expenses. (2) Fixt charges, including interest. (3) Surplus to be divided equally between (A) Government to be used. (a) For improvements and extensions. (b) To retire bond issues. (c) When exceeding 5 per cent. of gross revenue to be absorbed by corresponding reduction of rates. (B) Men ("dividend on efficiency") (a) Two-thirds to managerial force. (b) One-third to classified employees.	Financial return to owners limited to "fair" dividends on properties instead of Government guaranty of income; revenue excess over "fair" return goes to Railway Transportation Board, one-half whereof goes (1) To promote amelioration of labor conditions. (2) To extend and improve hospital relief. (3) To supplement existing systems of insurance and pensions. (4) To give technical education to employees. (5) To establish a system of profit-sharing by employees. Remaining half to go for equipment.

From the New York *Tribune*.

The New York *Journal of Commerce* thinks the bill abounds in serious defects, and wonders how far the subcommittee "consulted with capable and experienced men trained in the management and direction of the vast transportation service of the country." If conferences with experts were frequent, *The Journal of Commerce* hints that "in many respects their practical judgment has exerted little influence," as—

"The plan is for a broad unification of all the lines of the nation into somewhere from twenty to thirty-five systems, to be determined by a railway transportation board of five members appointed by the President of the United States, 'with the advice and consent of the Senate,' and to be paid from the public treasury. So far as this body exercised control, and indirectly the power exercised would have great effect, it would be government control. Also the authority of the Interstate Commerce Commission over many practical features of the service would be extended rather than restricted. How far the members of these controlling or supervising bodies would be competent for the task imposed upon them would depend upon the appointments, which are not likely to be those of experienced and highly trained men for the supervision of that kind of service.

"Conditions differ widely on many lines and vary with the seasons in different sections of the country. Sound principles ought everywhere to be observed and right methods employed for results; but they can hardly be dictated from the capital, tho they may be reasonably defined and watched over. Too much restriction will be hampering and may impair service and increase cost."

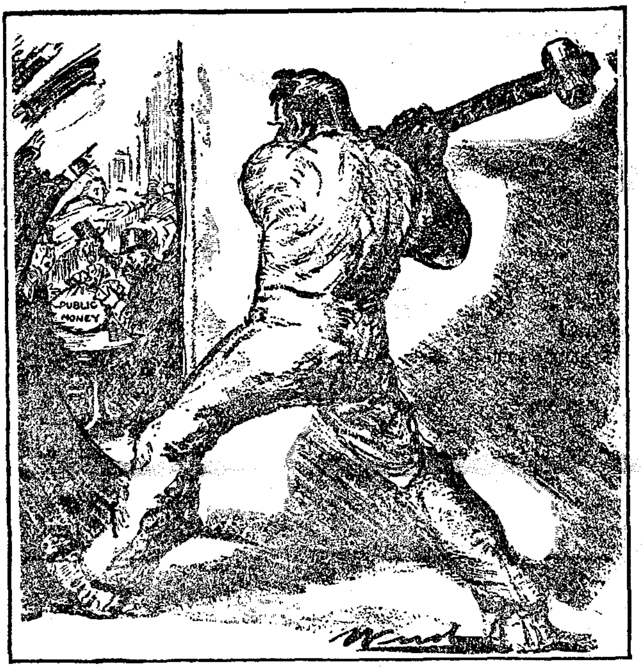
The Journal of Commerce finds, moreover, that a serious defect mars the bill's attempt at dealing with railroad finance. "One of the main features of this plan is the limitation upon the financial return for capital invested in the railroads and their equipment," says this financial newspaper, adding:

"While this is in a sense a public service, it is most effectively conducted by private enterprise, and that is made more efficient and successful if it has the incentive of corresponding gain as its reward. Railways in this country differ widely in their capacity and the inducement for using it to the utmost. Some can do far more carrying at much less expense than others that may have cost practically as much for construction, equipment, and operation. In a measure this is due to the ability with which they are directed, and that is stimulated by the measure of profit to be secured in return for its exertion with the best facilities. It is also a spur for enterprise and efficiency on other lines. One of the conspicuous provisions of what may be designated as the Cummins plan is that the 'several systems shall be so arranged that the cost of transportation as between competitive systems and as related to the value of railroad properties shall be the same as far as practicable, to the end that these systems can employ uniform rates in the movement of competitive traffic, and, under efficient management, earn substantially the same rate of return upon the value of their respective properties.' There are several references to 'the value' of railroad properties without any definition of what that means. It seems to imply the material cost of construction and equipment of the lines or systems or what would be the cost of replacing them. But there is no system of production or industry in which value does not depend in no small degree upon how efficiently it is conducted, and in which the return in the way of profit is not determined by that. Why should transportation by railway be deprived of the reward for skilful, efficient, and faithful service?"

Without criticizing the Cummins plan in detail, the Newark (N. J.) *News* considers all such projects premature, ill-advised, and dangerous, at least for a long time to come, and remarks:

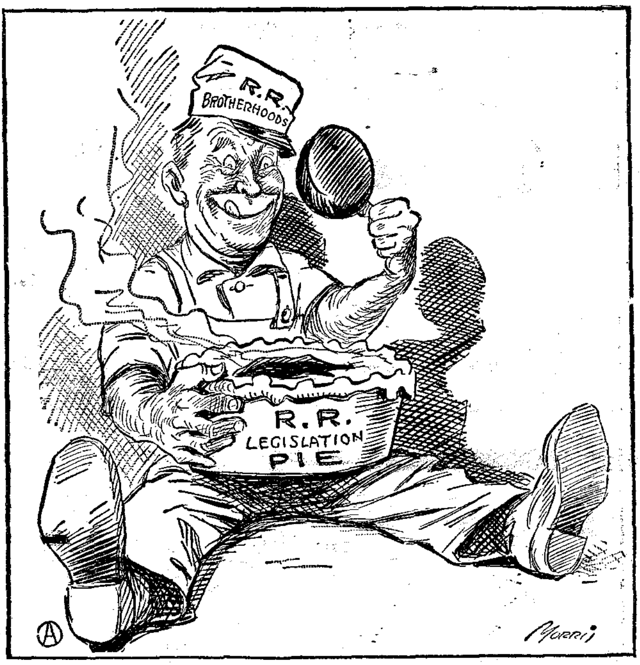
"Perhaps as good advice as any as to what to do with the railroads for the present is in the spirit of that of former Director-General McAdoo, later concurred in by Hines. He said to leave them where they are for five years. Perhaps the time is too long, but at least it ought to be long enough for us to make up our minds exactly what we want to do with them. And with the present many diverse plans and with our industrial fabric apparently in process of modification, it is hard to think up better advice, even with such a combination measure as that of Senator Cummins before us.

"Except for the fears of those who dread lest government ownership be perpetuated, there seems little reason for haste. Certainly railroad labor has nothing to complain about; railroad stockholders, it would seem, ought to be satisfied with their returns guaranteed, and if anybody has cause to complain it can



THE END OF RAILROAD GAMBLING.

—Weed in *Railroad Democracy* (Washington).



Protected by George Matthew Adams.

SHALL WE HAVE ANOTHER LITTLE JACK HORNER?

—Morris for the George Matthew Adams Service.

TWO VIEWS OF THE RAILROAD-WORKER OF TO-MORROW.

be only speculative or promoting interests, and the less such have to do with the railroads the better. That the shipper would get either better service or lower rates under any prompt return is more than doubtful."

Meanwhile the New York *World* believes that "on the whole, the Cummins plan must be regarded as a long step forward," and as "the most hopeful legislative program that has come out of any agency of Congress in many a day." In an editorial called "Four Sound Principles," *The World* declares that the Cummins plan's "four fundamental principles go to the very heart of the issue," and continues:

"These four principles may be summarized as follows:

"1. Private ownership of the physical properties.

"2. Federal control of the railroads as agencies of interstate commerce.

"3. The right of the employees to be represented on the boards of directors, to have a voice in the management and a share in the profits.

"4. Recognition of the fact that railroad employment like railroad ownership is affected with a public interest, strikes and lockouts to be prohibited.

"Whatever form the actual legislation may take and whatever machinery may be created for carrying it into effect, there can be no satisfactory settlement of the railroad question which is not based upon these four principles.

"By maintaining private ownership under reasonable restrictions, the evils of government ownership are avoided, without creating in their place an irresponsible corporation autocracy.

"By establishing full Federal control of the railroads Congress will do what it should have done long ago. All railroads are either direct or indirect agencies of interstate commerce. State regulation is a proved failure. Whatever measure of real relief from railroad exactions and from railroad autocracy that was obtained under the old system came through the Federal power. State interference has seldom resulted in anything better than confusion, and it is absurd to expect that railroads can properly function under forty-nine sovereignties. The States can not regulate railroads successfully. They can not reach the problems. The National Government can and the National Government should. In the discharge of this duty it should not be hampered by the meddlesome interference of State legislatures.

"That the railroad employees are entitled to a voice in the railroad management and a share of the railroad profits is a growing conviction that is not confined to labor itself. Whether these profits take the form of wages or of dividends is a minor matter, the essential fact being that the men who actually operate these public properties and upon whose ability and devotion to duty the public must depend for the safety and efficiency of the service should participate in the rewards.

"The fourth principle is one that will be most vigorously opposed by labor itself; yet it establishes itself by the very nature of the railroad as a common carrier and follows inevitably if the employees are to be represented on the board of directors and are to participate in fixing both wage and working conditions. In those circumstances there can be no excuse or justification for a strike or for a lockout, and the public can not be neutral when its rights and even lives are put in jeopardy by a private quarrel. While the strike is the weapon which labor has always kept in reserve as a last resort, it is a weapon that is no longer needed for any legitimate purposes if labor is on boards of directors and is also on wage and working commissions.

"Capital engaged in operating railroads is not permitted to strike. It is affected with a public interest, and accordingly is held to a strict accountability. Labor can be held no less responsible when its rights are safeguarded by law."

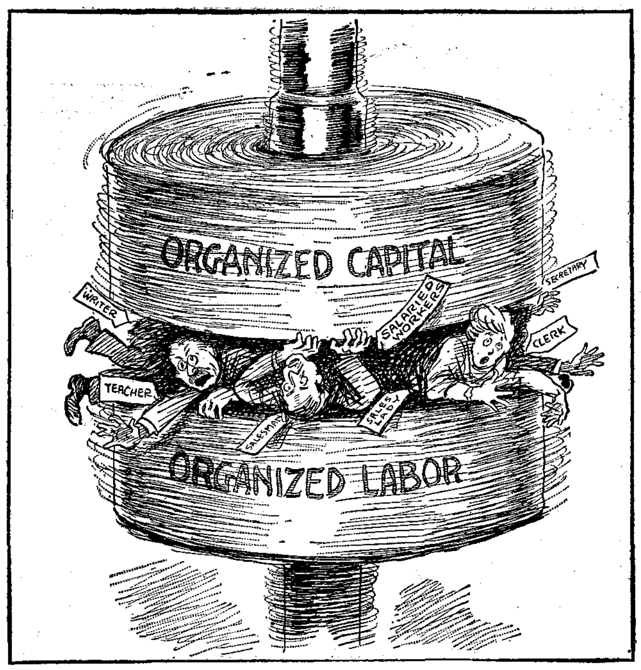
While strike-prevention seems to many papers the most interesting provision of the Cummins plan, others consider its advocacy of cooperation in management as important. This step toward industrial democracy is a thing that appeals very strongly to the Cleveland *Plain Dealer's* sense of fairness and practicality:

"The big army of railroad-workers have a vast amount of practical knowledge which would be found invaluable to those having the welfare of the roads in charge, and their opinions deserve recognition when their own interests are at stake. Assured cooperation would undoubtedly have a beneficial effect on the permanent solution of the problem which has been growing larger year after year."

Such cooperation, thinks the Ohio newspaper, "bids fair to stem the tide of labor unrest." For, as the New York *Globe* points out—

"Wages and hours are to be settled by a board of eight, four of whom represent labor and the other four management, while in cases of dispute the decision of a new government 'Railroad Transportation Board' of five members is to be final. Classified labor and the Government are each to have two members on the board of directors of the railroad systems, of which there will be from twenty to thirty-five.

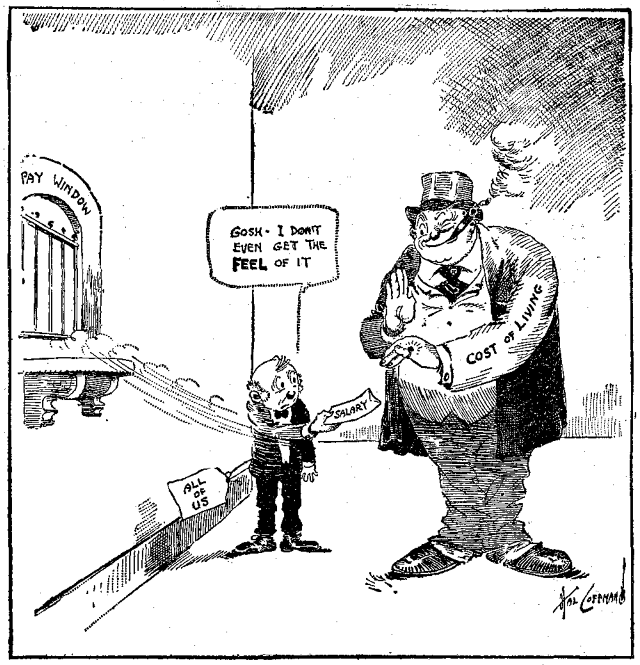
"If labor is given an adequate means of presenting its plea for higher wages, such as the Cummins plan provides, the usefulness of the strike ought no longer to be weighed against the great public suffering caused."



Protected by George Matthew Adams.

THE INTERMEDIATE CLASS.

—Morris for the George Matthew Adams Service.



Copyrighted, 1919, by International Feature Service, Inc. Reprinted by permission.

ONE MIDDLEMAN WHO DOESN'T PROFIT.

—Coffman in the Washington *Times*.

HOW THE SALARIED CLASS FEELS ABOUT IT.

A LABOR TRUCE—OR A SMASH

A CERTAIN FOUNDRY-WORKER whose pay had just been raised to ten dollars a day was heard to remark that such wages while highly appreciated could not last, and that a "smash" was bound to come. Dr. William T. Hornaday, who is not only a naturalist of note, but also a student of public affairs, predicts "that the unparalleled prosperity of the United States is going to be kicked over by insane folly, and that at least for ten years will be dragged through the mire of hard times." He believes that the hard times of the early '90's are coming again; "only, the fall will be farther and much harder." The Denver *Rocky Mountain News* and the Cincinnati *Times-Star* expect some sort of industrial or economic crisis in the not-far-distant future. And there are people, the Houston *Chronicle* avers, who want and hope for nothing more than "something like a panic to kind of smooth things out." They reason like this, we are told: "If this season of prosperity were to break, if wages were to fall, and if work were to become scarce, many of these newly developed labor organizations would go to pieces, and in the general scramble for employment we should probably enjoy a period of comparative industrial peace." But "industrial peace obtained at the expense of prosperity is really no peace at all," declares the Texas daily; "this country can not afford to pay for rest in such coin, but especially the working classes."

Something must be done to avoid the "smash," and the Newark *News* is one of a number of papers which look forward to the establishment of a truce between capital and labor which will enable us safely to overhaul our methods of production and to provide adequate machinery "for the protection of the public interest as against either capital or labor." So *The News* sees many currents "coming together to make the pending conference, to which President Wilson has called capital and labor to consider the industrial basis of America, a new stepping-stone in economic history." The President's call came at a time when scores of papers were calling for capital and labor to work together. "At the front of world consciousness," says the Columbus *Citizen*, "is one question, 'Will capital and labor work together?'" The Grand Rapids *Herald* quotes with hearty approval these words of "sound common sense" uttered by a speaker before a Michigan audience:

> "America's industrial problems will be solved when the managers and mechanics of its great industrial activities learn to talk with each other and not to each other, and that each are regular fellows, all workers."

"Let's talk it over," is the advice to capital and labor from the Shreveport *Times* of Louisiana, and in Wisconsin the Oshkosh *Northwestern* demands that the two sides now exhibit that "pull-together spirit" that helped us to win the war. The Birmingham *News* in the South, the Chicago *Tribune* in the Middle West, and the Boston *Herald* in New England, agree in welcoming what seems to them a new spirit of accommodation manifested by labor-leaders, and the Chicago paper is confident that "it will be met more than half-way by employers." The President's plan, whose details are yet to be worked out, calls for a meeting early next month at the White House of more than forty representatives of capital, agriculture, and labor. In his Labor-day statement, the President said that these men "will discuss fundamental means of bettering the whole relationship of capital and labor, and putting the whole question of wages upon another footing." In a dispatch to the New York *World* it is stated that the President expects to obtain from this meeting "recommendations which he will endeavor to have embodied in laws."

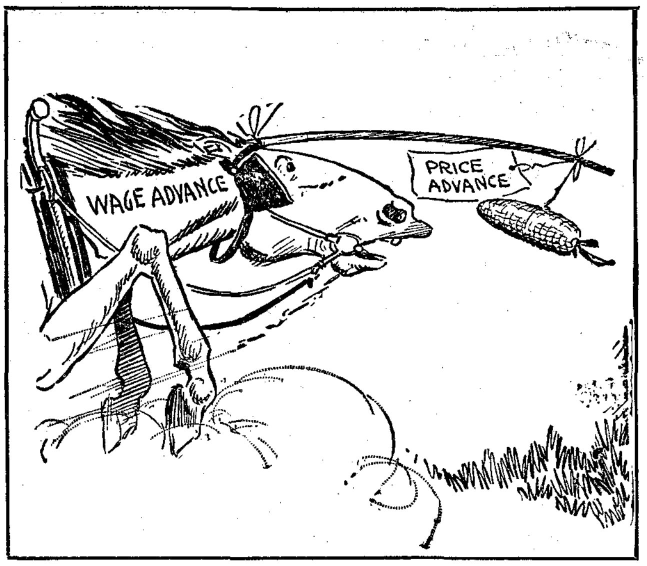
Approval of the general aims of such a conference naturally seems to be well-nigh universal, but the President's declaration that it will try to put "the whole question of wages upon another footing" is "being studied in every big industrial concern and by every labor-union in the United States," according to the New York *World's* Washington correspondent. What, it is asked, "is the other footing for the wage-system that the President has in mind?"

> "He is known to be sympathetic with the doctrine that labor must no longer be regarded as a commodity. The suggestion of profit-sharing is obvious. It is anticipated that employers will say that if collective bargaining and profit-sharing are accorded to laborers, they become partners in an enterprise and must be prepared to accept the risks as well as the profits. Moreover, it will be advanced that as partners they must forego the use of labor's most potent weapon—the strike. This is a sample of the problems that must be considered."

The one essential to be sought for, the sympathetic Newark *News* declares, is "the association of capital and labor for the common interest of production." *The News* continues:

"The secondary processes of handling, distributing, and financing the production of goods will have to be relegated to their proper place, which they now too often exceed both in reward and standing. But the problem of production will in all probability not be solved by any general panacea, but by specific adaptations to the particular industry of the spirit that seeks to associate labor, now conscious of its power, in the responsibility of production.

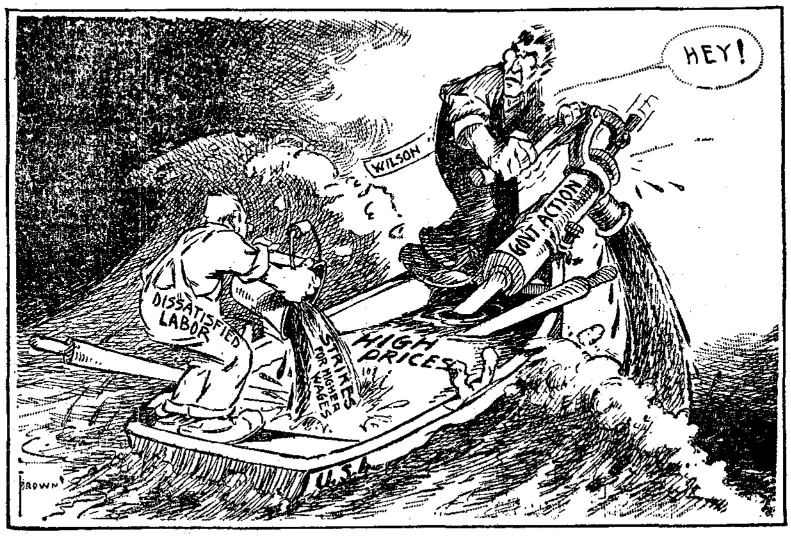
"There are weaknesses in the Plumb plan beyond those put forward by brokering and speculative interests, who would like to see promoting reopened; Secretary Baker's industrial democracy at a government arsenal hardly gives an iron-bound rule for competitive industry; profit-sharing of itself is off the track on two grounds, in that it does not recognize that the difference between success and failure in normal industry is predominantly a question of management, and that it merely shifts the issue of the workman's share from the terms of wages to the terms of profits—in no wise settles what the share shall be. The vast organization of labor itself is a problem because, through dividing the responsibility of the workers, it stands in the way of their genuine association with the management."



THE RACE.

—Orr in the Chicago *Tribune*.

That there are business men and capitalists who agree with labor-leaders like Messrs. Gompers and Stone that wages must be put on another footing, is noted by the Albany *Knickerbocker Press*, which quotes Mr. Bernard Baruch as follows:

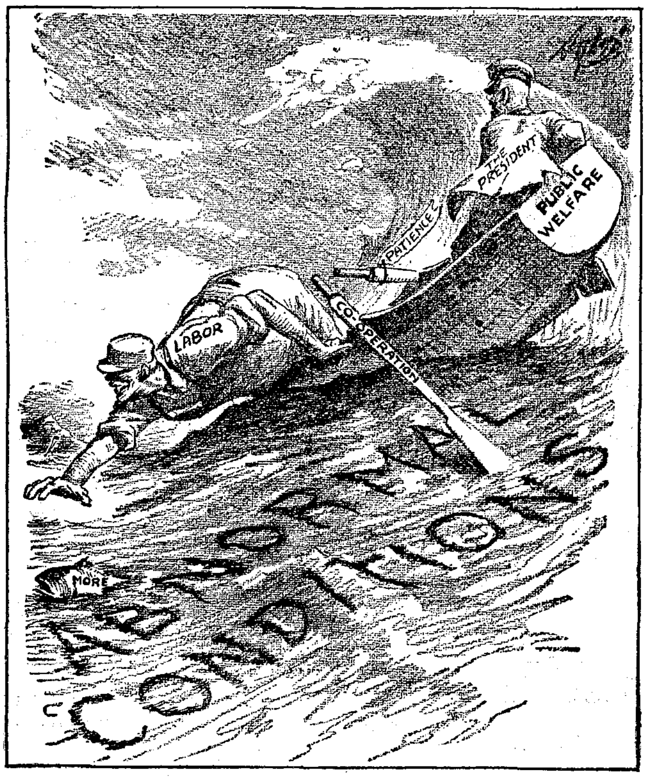


POOR TEAM-WORK.

—Brown in the Chicago *Daily News*.

"Labor never again will be satisfied with old conditions. A proprietary share in what he produces must be given to the workingman, and he has got to be taken into the management of the corporations by which he is employed. The workingman must sit on the board of directors. These conditions are here and should be promptly recognized. Capital, instead of hanging back and passively resisting, should run to meet the advancing conditions, or else labor may not be satisfied with merely what it is entitled to and may demand more than its share."

But the New York *Times* is rather skeptical of any practicable "alternative to the wage-system," for it believes that "no plan of that nature could be worked out that in present conditions would not reduce materially the gains of labor." Indeed, it concludes, "to find a substitute for the wage-system is an undertaking so large that success can only come through industrial and social revolution, and for that wise leaders of labor are not prepared." The Rochester *Democrat and Chronicle* (Rep.) believes that the President knows well that there can be no overturning of the wage-system, but "he has great faith in the power of words as window-dressing to anesthetize thought." And—



"SIT DOWN!"

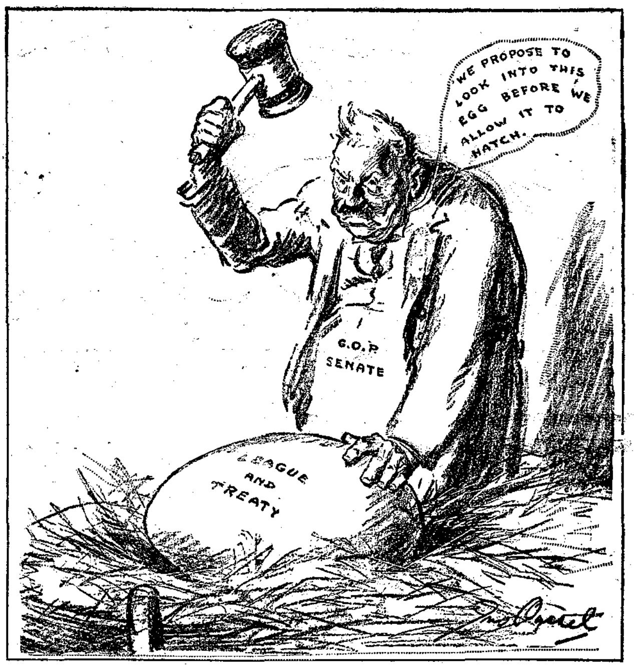
—Sykes in the Philadelphia *Evening Ledger*.

"He is now, for good political reasons, trying to dazzle the public mind here in America with hints of a new order of things that will wipe out the inequalities of the old order, just as he dazzled the world at the close of the war with such electrifying phrases as 'open covenants openly arrived at,' 'self-determination of peoples,' and 'freedom of the seas.'"

If there is to be any worth-while truce between the forces of capital and of labor along the line of the President's various suggestions, such a truce, declares the Boston *Globe*, "can not be made by officers alone." In the daily press representing the general public the report of the cost-of-living committee of the New York State Federation of Labor which called for a six months' truce from strikes "on the basis of the *status quo*" was greeted with loud applause, but it was at once repudiated by the president of the State Federation. Radical labor-leaders declared that it was preposterous that labor should give up their strike weapon when "the employers promise nothing." Obstacles in the way of a satisfactory truce between capital and labor are seen by the Oshkosh *Northwestern* and the Tacoma *Ledger* in what seems to them a growing inclination on the part of union-labor workers and local leaders to act "over the heads" of their responsible chieftains in initiating strikes.

WILSON'S APPEAL TO THE WEST

THE APPEAL TO CÆSAR by President Wilson and also by the chief opponents of the League of Nations Covenant is being made as Mr. Wilson swings through the country on his speaking tour, as Senator Johnson hastens to follow him in California, and as the Senators remaining in Washington speak to their constituents from the floor of the Senate. For, as the Detroit *Journal* (Ind.) notes, "The Cæsar of to-day does not reside in Rome or in Washington, in the White House or the Capitol; the supreme decision rests with the people of the North, the South, the East, the West." Thus we are having an appeal to the country, that "national referendum" so often called for on the Treaty and the League. But the appeal seems to be chiefly to the West, as indicated by the map on the opposite page, showing the President's route through the Middle West, the Rocky Mountain States, and the Pacific coast States. The Montgomery *Advertiser* (Dem.) explains that this is because the League has become "distinctly unpopular" in the East and North, and it is supported and sustained in the South "largely because Southern Democrats regard the Treaty and its ratification as a Democratic issue," while "the West is debatable territory." A writer in the New York *Sun* (Ind.) notes that the President has avoided the larger cities, that he invades Missouri "in order to attempt to dam the flood of anti-League sentiment aroused by the fight on the Covenant made by Senator Reed," and that "the strong influence of Senator Johnson, an able and strong opponent of the League scheme, will be fought hard by the President in his stay in California." The fact that Mr. Wilson is to speak in three different California cities—San Francisco, Los Angeles, and San Diego—seems to a West Virginia editor conclusive proof of his anxiety to "relieve any misunderstanding that may have been created throughout California as to the effect of the Shantung grant on the Japanese problem along the Pacific coast."


WE PROPOSE TO LOOK INTO THIS EGG BEFORE WE ALLOW IT TO HATCH.
G.O.P SENATE
LEAGUE AND TREATY

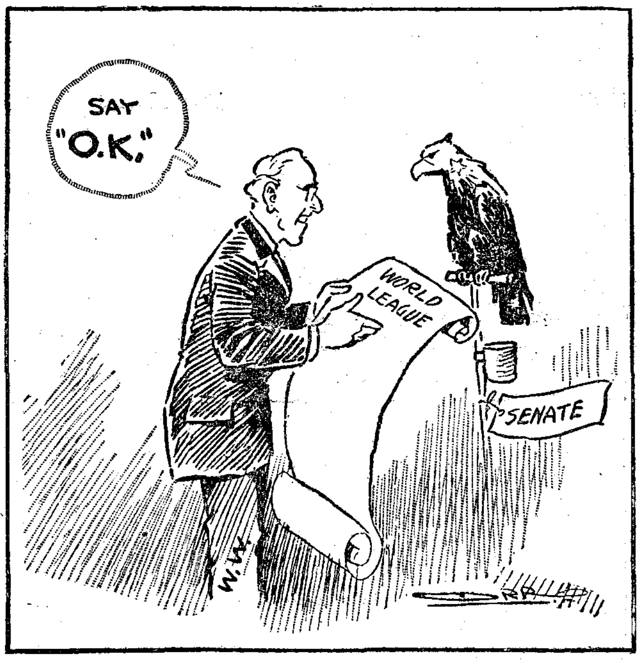
Copyrighted by the Press Publishing Company.

TESTING THE EGG.
—Cassel in the New York *Evening World.*

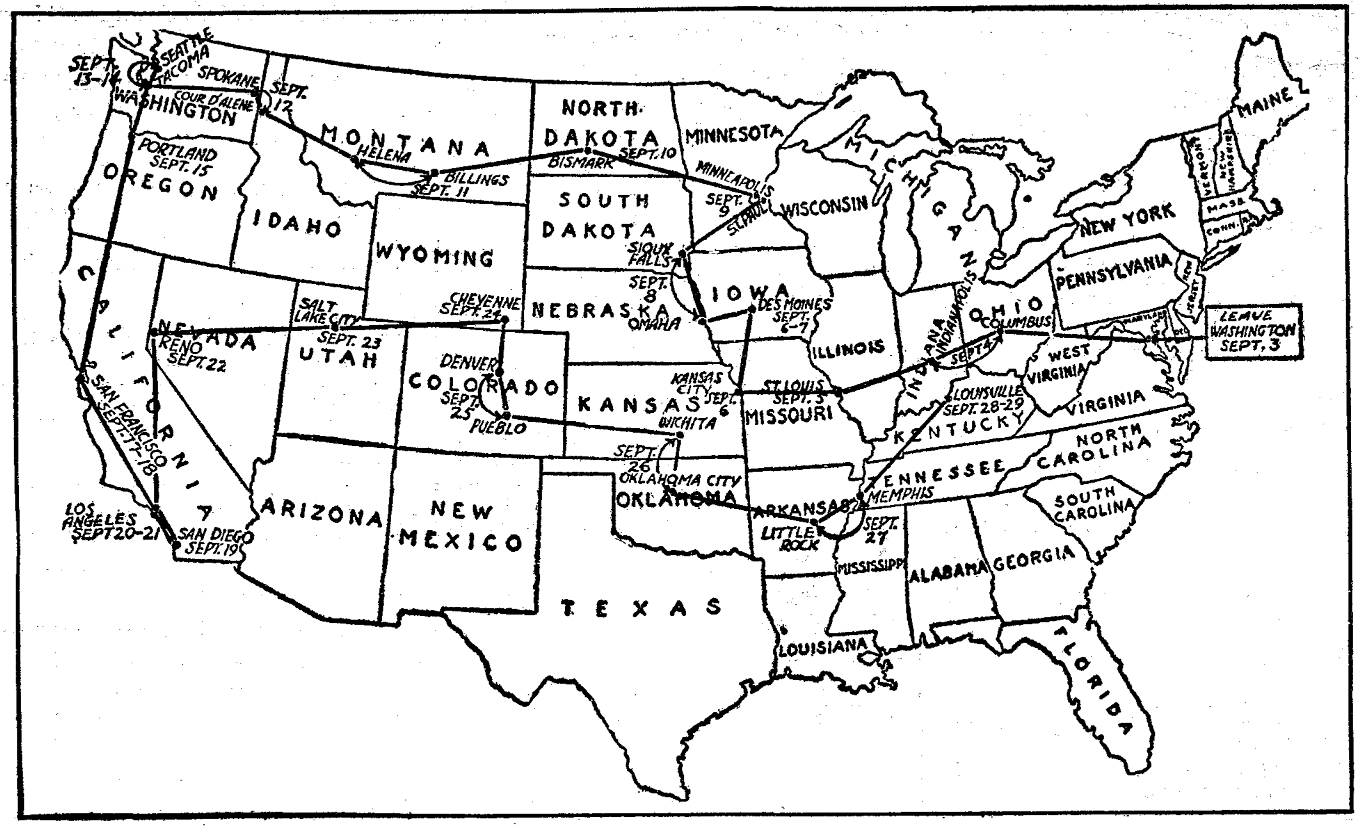
What will be the West's answer to the President's appeal? The Jersey City *Journal* (Ind.) has "no hesitation in predicting" that there will be an "overwhelming public response" to "the President's pleas for honesty and good faith." The Rochester *Times-Union* expects him to "arouse public opinion to such a pitch that the petty-politics-playing, prejudiced Senators will not dare longer to obstruct the nation's progress." The Richmond *Journal* (Dem.) expects to hear the people "demanding in peremptory language prompt ratification of the Treaty." The Indianapolis *Times* (Dem.) thinks that the President has well chosen "the battle-ground and the weapons," and that "his tour of the United States will be very disconcerting to the Republican brethren who will sit idle in Washington and listen to the echoing cheers." The Wheeling *Register* (Dem.), not quite so positive, predicts that "in making the trip President Wilson has nothing to lose and much to gain":

> "If he can bring a clear-cut issue out of the obscuring clouds of camouflage as thrown up by Republicans for political purposes, he will secure a much more demonstrative backing for the Treaty and League Covenant than that already given. The people of the country want peace, but they, because of the maneuvering of the Republican Senators, are as yet a little uncertain as to the best and most direct road to it. But when the President clears all points in debate and shows that the League Covenant is a document that offers the greatest possibilities for permanent peace, he is sure to draw support to the plan."

But some think the President will find the West somewhat unresponsive. The Minneapolis *Tribune* (Rep.) calls attention to the Omaha *Bee's* (Rep.) straw vote showing out of a total of 1,400 votes a majority of 1,284 against the Treaty and a majority of 415 against the League, "modifications or no modifications." *The Tribune* does not overemphasize the importance of such a vote, but thinks it does indicate an "apparent drift of sentiment in the Middle West away from the League." It also calls attention to Mr. Carl W. Ackerman's newspaper articles portraying public sentiment through the country, in which he has pointed out that "public sentiment in the Middle West calls for an early disposal of the Covenant and the Treaty" and is remarkably indifferent "to what may happen to the League of Nations." The Kansas City *Times* (Ind. Rep.) welcomes the President to its city, as do papers in all the chosen cities, but warns him that "the nation is in a hard-headed mood just now." Mr. Jay E. House, who now writes for the Philadelphia *Public Ledger*, but who was not long ago Mayor of Topeka, Kan., says that he does not "share President Wilson's enthusiasm or belief that he can swing the Senate to his purview of the Peace Treaty by a series of speeches in the West and Middle West." This writer thinks that while people will "flock in great numbers to observe the fascinating spectacle of a great man on view," they "pay very little attention to what he says." The Manchester (N. H.) *Union* (Rep.) argues at considerable length to the same effect.



IT DOESN'T HAPPEN TO BE A PARROT.
—Orr in the Chicago *Tribune.*


SEPT. 13-14
SEATTLE
TACOMA
SPOKANE
SEPT. 12
COUR D'ALENE
WASHINGTON
PORTLAND SEPT. 15
OREGON
IDAHO
MONTANA
HELENA
BILLINGS SEPT. 11
WYOMING
NORTH DAKOTA
BISMARK
SEPT. 10
SOUTH DAKOTA
SIOUX FALLS
SEPT. 8
MINNESOTA
MINNEAPOLIS
SEPT. 9
ST. PAUL
WISCONSIN
MICHIGAN
CALIFORNIA
SAN FRANCISCO SEPT. 17-18
LOS ANGELES SEPT. 20-21
SAN DIEGO SEPT. 19
NEVADA
RENO SEPT. 22
SALT LAKE CITY
SEPT. 23
UTAH
CHEYENNE SEPT. 24
NEBRASKA
OMAHA
IOWA
DES MOINES SEPT. 6-7
DENVER
COLORADO
SEPT. 25
PUEBLO
KANSAS
KANSAS CITY
SEPT. 6
WICHITA
SEPT. 26
OKLAHOMA CITY
OKLAHOMA
ARIZONA
NEW MEXICO
TEXAS
ST. LOUIS SEPT. 5
MISSOURI
ILLINOIS
INDIANA
INDIANAPOLIS
SEPT. 4
OHIO
COLUMBUS
LOUISVILLE SEPT. 28-29
KENTUCKY
WEST VIRGINIA
VIRGINIA
TENNESSEE
MEMPHIS
ARKANSAS
LITTLE ROCK
SEPT. 27
MISSISSIPPI
ALABAMA
GEORGIA
LOUISIANA
FLORIDA
NORTH CAROLINA
SOUTH CAROLINA
PENNSYLVANIA
NEW YORK
NEW JERSEY
MARYLAND
DEL.
VERMONT
NEW HAMPSHIRE
MAINE
MASS.
CONN.
R.I.
LEAVE WASHINGTON SEPT. 3

Copyrighted by the New York "Tribune," Inc.

PRESIDENT WILSON'S "SWING AROUND THE CIRCLE" TO WIN THE WEST FOR THE TREATY.

It says that President Wilson has made a speech to Congress on the League plan "which gathered up into itself all he has to say on the subject," that he has talked with many individual Senators, that he answered all the questions of the Foreign Relations Committee and read to them an address "which was for public consumption." And after all this, observes the skeptical New England editor, "not a vote was changed," "there is no indication of a change in public opinion," and "no influential newspaper has swung one way or the other." He continues:

> "What reason, then, is there to expect that the President will change the mind of the nation by appealing to fifty city crowds and getting the speeches he makes into the papers? It will be an emotional appeal, intended to produce an emotional demand upon Congress. The chances are that our people know altogether too much about the League, the secret treaties it indorses and perpetuates, the expedients it represents, and the entirely unnecessary surrender of American right and freedom of action it demands, to be swept off their feet by revivalistic exhortations. Besides, they are thinking about how to make strap and buckle meet—not so much about a theory of world peace which has been practically discarded by most of the other nations.
>
> "Meanwhile, it is expected, the Foreign Relations Committee will present the Treaty to the Senate next week, and the long fight on the floor will begin. In the end, Treaty and Covenant will be ratified in such fashion that there will be no least question as to the obligations to be undertaken by the United States, and no vital surrender of American freedom of action or of American principles or policies. And the President's tour won't hinder, hasten, or determine the result."

Other editors who feel this way naturally can see no justification for the President's trip. The Syracuse *Post-Standard* (Rep.) is by no means alone in thinking that "we have enough of political campaigning when there is an election ahead," and that "the place for the President is in Washington." On the Pacific coast the Portland *Oregonian* (Rep.) regrets the "invasion of the West" by the President and by Senator Johnson, thinking that "they would much better both stay in Washington, sacrifice their private opinion, their passion, and their prejudices, and get together with the other Senators in an agreement under which the Treaty can be ratified without sacrifice of American rights, without permanent injury to China, and, above all, without delay. They can do all of this if they will but cast aside non-essentials and concentrate their minds on the main objects, which are peace and security." And on the Atlantic coast the Boston *Herald* (Ind.) similarly deprecates the "swing around the circle," preferring to see the President and his Senatorial opponents "together in Washington, over the table, in frankness and calmness and moderation devoting themselves to concrete details and not to glittering generalities." The St. Paul *Dispatch* (Ind.) believes that after the President and his opponents have uttered "millions and millions of words," when it is all over "the public will know no more than it knows now—and meantime the Treaty will go unratified." The St. Paul paper wishes "it were possible for the President to tour for the purpose of learning instead of teaching," for "he would learn this":

> "*First.*—That the welfare of the United States is vastly more important either than the President's desire to put his Treaty through without the dotting of an 'i' or the crossing of a 't,' or the prestige which his political opponents hope to gain by forcing the adoption of their views.
>
> "*Secondly.*—That the people wish the Treaty ratified, not debated.
>
> "*Thirdly.*—That they wish it ratified in such a way as to make impossible hereafter any misunderstandings with respect to the obligations of the United States."

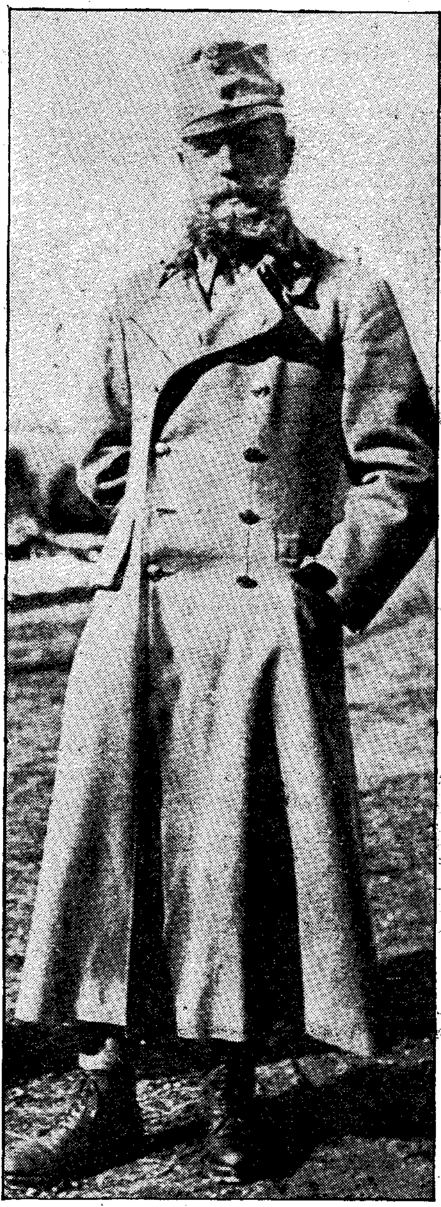
But President Wilson, in one of his first speeches in the Middle West, indicated his purpose to speak as a teacher, to point out to the people "just what this Treaty contains and just what it seeks to do." He summed up his argument for the ratification of the Treaty with the League Covenant in this striking phrase: "When this Treaty is accepted, the men in khaki will never have to cross the seas again." Not to establish the League, he said, would be "unfaithful to those who have died." As far as Germany is concerned, said the President in words that his hearers might have considered a reply to Senator Knox's recent speech, the Treaty "seeks to punish one of the greatest wrongs ever done in history." The terms are severe, he explained, "but they are not unjust," for "it ought to be burned into the consciousness of men forever that no people ought to permit its government to do what the German Government did," and "every term that was applied to Germany was meant not to humiliate Germany, but to rectify the wrong she had done."

HOOVER VS. HAPSBURG

DOMINATING EUROPE from a fortified bakery, as a paragrapher phrases it, Mr. Hoover imposes his will by threatening to withhold food, and even heads of states stand in awe of him—for example, the Archduke Joseph, who, at the food dictator's command, ceases to rule the Hungarians. Readers of Kipling recall the lines,

> For the kings must come down
> And the emperors frown
> When the Widow of Windsor says "Stop!"

and the St. Louis *Post-Dispatch* remarks that "now all sorts of potentates frown and all sorts of others come down when the Hon. Herbert Hoover says 'Stop!'" However, the serious value of Mr. Hoover's service in deposing the Hapsburg Archduke is in no sense discounted by an appreciation of its humors. As Guy Hickok tells us in a dispatch from Paris to the Brooklyn *Eagle:*



Copyrighted by the International Film Service.

ARCHDUKE JOSEPH,

The Hapsburg whose rule in Hungary was cut short by an American named Hoover.

> "The Allies had been saying to Hungary:
>
> "'Throw out Bela Kun, the Bolshevik, and we will deal with you.
>
> "'Set up a Government representing all classes and we will give you peace and food.'
>
> "Allied agents were in Budapest—not, oh, of course, not—no, never—mixing in politics, but at the same time hinting gently that the thing to do was to expel Kun, to put up some nice, respectable old chap and surround him with other nice, respectable gentlemen representing all classes, but particularly the nice, respectable class.
>
> "Eventually the labor-unions, tired of being starved by the Allies' blockade, did kick out Bela Kun, the Bolshevik. They did set up a respectable Government headed by Herr Peidll.
>
> "Then what happened?
>
> "The Peidll Government was scarcely a week old when in marched an Allied army—the Roumanian Army.
>
> "Instead of bringing peace and force, they served, in an ultimatum, the terms of an armistice so stiff they made one gasp.
>
> "If the terms were not accepted in forty-eight hours, they said, they would begin shipping back to Roumania live stock, rolling stock, military stock, and food as fast as they could find it.
>
> "The Peace Conference ordered a halt, and became a laughing-stock. For the Roumanian general concealed the fact that he had not received the order, until it was too late to halt—until he had reached his chosen hiding-place. Then it developed that there were wheels within wheels. A new Hungarian Government, headed by Archduke Joseph, appeared. Within two weeks Hungary had had Bolshevik, *bourgeois*, and monarchist governments.
>
> "The American delegates had prided themselves that the second Government was of their conjuring. When Peidll was kicked out they discovered that somebody else was conjuring, too. It seemed that friends of Archduke Joseph—French and British friends—had been preparing for several weeks to boost him to the top.
>
> "The Americans were nonplused and angry. The French were jubilant. The British were mum and cheerful.
>
> "Hoover, whose agents had been extremely well informed about the Peidll Government and who was the first by many hours to have the news in Paris of the Roumanian ultimatum, was furious.
>
> "He set off hotfoot for Vienna. To rescue his defunct Peidll Government? To look over the Archduke's Government?—no one knew."

However, the truth came out clearly enough when Mr. Hoover discust the Hungarian situation before the Council of Five in Paris, and said, according to the Associated Press:

> "The time of pussyfooting and gentle diplomatic notes has passed. Nothing but a club will accomplish results in this situation. Neither the Bolsheviki nor the Hapsburgs are necessary if we have any sense of direct action in a crisis. It is just as much against the Bolsheviki as against the Hapsburgs.
>
> "The Roumanian Army had its guns trained on the building where the Peidll Ministry was meeting when it was forced to resign and a new Government was formed. It is not in any sense a popular Government.
>
> "I consider that the American Army fought in vain if the Hapsburgs are permitted to retain power."

Mr. Hoover then went on to say that unless Archduke Joseph was ousted from Hungary there would surely be an effort to restore Hapsburg rule in Austria, while Lenine and Trotzky were already spreading reports that the Allies supported Archduke Joseph and meant presently to give Russia a Czar. So the Council of Five refused to recognize Joseph, and, thanks to power of a material order vested in the food controller, Joseph has stept out, and, as the papers used to say, "the incident is closed," tho comment continues. In the main, it applauds Mr. Hoover, tho the Montgomery (Ala.) *Advertiser* observes:

> "Somehow we can not get up any enthusiasm for this new style of Americanism; we wonder if Mr. Hoover would take the field to fight to see that Hungary got the sort of government he thinks she ought to have. We wonder if the American people want to send an army of their sons into Hungary, to pull down one faction or to set up another faction. Our interference in these Balkan quarrels means exactly that—we have got to stop dictating to them, or we have got to send an army to back up the dictation.
>
> "By the way, what are we doing in Hungary, anyhow? We have enough problems in America to engage the attention of our statesmen and to call for the best efforts of the American people. We had better attend to our business at home rather than attempt to go over into Europe and take over the guardianship of a lot of selfish and warlike Balkan nations who have been fighting one another off and on for more than fifty years."

Here and there a paper takes the whole affair jocularly or even gives it a mock-heroic twist, as is the way of the St. Louis *Post-Dispatch*, which exclaims:

> "Shall we forget soon that agonizing moment in the world's theater when a Hapsburg, represented by the Archduke Joseph, suddenly appeared in a temporary dictatorship whose early expansion into a permanent one was only too probable? The beauteous maiden, Democracy, in the clutch of the odious Hapsburg villain; the Wattersonian formula for Austro-Hungarian woes decried and refuted; virtue martyred and wrong triumphant. But—
>
> "Enter the Hon. Herbert Hoover. Democracy instantly

cheers up and assumes a defiant attitude. The Hapsburg hesitates; he seems about to abdicate and flee; he does abdicate and flee, delighted to escape with a whole skin. The power that availed against a Hapsburg undoubtedly could avail against a Hohenzollern, and if it reassures us as to the future of Europe, it also gives us an idea of the present sway of Mr. Hoover on that continent—but perhaps we were prepared for that by remembrance of his sway in this country during the war and what he fed us on. A compelling, indispensable, and in every way admirable supplement to the original Wattersonian formula is the Hooverian formula of no democracy, no grub."

Equally amused, if not more so, the Philadelphia *Public Ledger* remarks, "This summary way of dealing with the scions of moribund monarchies has a humorous side to it, which is not without its lesson, however, to the Amerongen crew," for—

"At all events, Hoover's dictum goes at Paris and will soon be in effect at Budapest. Which only goes to show that there are many ways of cooking the imperial geese besides cutting off their heads; refusal of food is quite as efficacious and less in the raw-head-and-bloody-bones style of the fairy-books and the older regicidal conspiracies. But how like a fairy-story come true the Hoover mandate is!"

The New York *Times* regrets that Mr. Hoover can not be forced to "accept a mandate for about half of Eastern Europe," and its Paris correspondent, Walter Duranty, writes in a wholly serious vein:

"Through Hoover the Council can command the services of a host of trained and devoted subordinates already stationed in the most troubled areas of Europe and near-Asia. By a network of telephone systems, far superior to any means of communication available to any one else, he was, as Europe's food controller, instantly informed of events and was able to give his own orders while the Council was still groping in the dark and compelled to issue instructions that might, and often did, arrive so late that the circumstances which gave rise to them had entirely changed. Then coal was added to his jurisdiction. By food men live, by coal, in the modern world, they work. That, in addition, the Council should give him practically a free hand in dealing with the problems of reorganization in the East and Southeast would be little more than recognition of the authority which he already possest."

To the Springfield *Republican* it appears deplorable that Mr. Hoover should think of "retiring to private life like any dollar-a-year man," as his intention is said to be. Declares *The Republican:*

"In any other country than ours a Hoover would be kept in public life after such a remarkable demonstration of capacity as this Hoover has displayed in the past five years. His almost single-handed performance in bringing about the downfall of the former Archduke Joseph in Hungary has captured the imagination of a good part of Europe. He is said to have given a 'new impulse' to the Supreme Council at Paris, which probably needed one. There is no better known or more favorably known American in Europe than Mr. Hoover on account of his administration of the food supplies for the Continent since the armistice."

European praise of Mr. Hoover is thus noted by the New York *World:*

"The London *Nation*, a leading organ of radical liberalism, says that the departure of Herbert Hoover will be 'read by half of Europe with deep regret'; that he is 'much the biggest man who has emerged on the Allied side during the war'; that he 'entered the scene as the savior of the Belgian population, and leaves it with the credit of defeating the plot for the restoration of the Hapsburgs.'"

OUR WARNING TO TURKEY

EVERYBODY'S BUSINESS IN GENERAL and nobody's business in particular, threats of renewed massacres in Armenia invite interference and at the same time make it certain that whoever interferes will be accused of "butting in." What right, for instance, had Rear-Admiral Mark L. Bristol, commander of the United States naval forces in Turkey, to interfere, as he recently did, by warning the Turks? We have not been at war with Turkey. We have had nothing to do with the Turkish armistice. It is by no means clear that we shall accept a mandate for Turkey. And in any case, granted that we are in duty bound to bring the Turks to their senses and rescue the few surviving Armenians from imminent extinction, recourse to the Supreme Council of the five big Powers is open to us. Why, wonders Mr. Clemenceau, must Rear-Admiral Bristol ignore the budding League of Nations, and not only go it alone, but plunge in prematurely? The same question arises in other minds—considerable numbers of them—yet no one denies the seriousness of the perils besetting Armenia. As long ago as July 23, Maj. Joseph C. Green, who is directing the American Relief Administration's work from Tiflis, reported:

OUR SPOKESMAN IN TURKEY,

Rear-Admiral Mark L. Bristol, commanding the United States Naval Force in the Eastern Mediterranean, who has been appointed High Commissioner of the United States at Constantinople, and who ordered the Turks to stop killing Armenians.

"Had a long conference with the Armenian President to-day. The situation is worse. The Turkish Army, well prepared, and Tatars are advancing from three sides. If military protection is not afforded to Armenia immediately the disaster will be more terrible than the massacres in 1915, and the Armenian nation will be crusht, to the everlasting shame of the Allies."

On August 18 a Paris dispatch quoted the Armenian Republic's temporary premier, Mr. Sikhatissian, to precisely the same effect; only Mr. Sikhatissian's account was more circumstantial, noting that Enver Bey, former Turkish War Minister, leads the oncoming hordes, while British troops are being withdrawn from Armenia. "Blood is already being shed in the regions of Uakhitichovan, Charouz, and Oiti," says another report from Armenian sources, continuing:

"Nothing but the hope of efficient intervention by the Allies can frustrate this vast Turco-Kurd plot and save the Armenian nation, which has suffered so much already, from another catastrophe."

It is amid such circumstances, then, that Rear-Admiral Bristol has "butted in," and the South Bend (Ind.) *Tribune* speaks for the remonstrants when it says:

"Even an unofficial proposal that the United States Army undertake the policing of Armenia, the Caucasus, and parts of the former Turkish Empire makes serious demands upon one's faith in the worth of our European engagements. It is not that Americans would be unwilling to undertake the salvation of the Armenians as an act of mercy; it is not that they consider too onerous the task of helping the Near East find itself. But the idea of military policing, to keep the Turks from the throats of the Armenians and to prevent clashes due to the ambitions of the Balkan peoples to move in and occupy the Turkish lands in Europe, presents so many possibilities of the very kind of war we have always avoided that they shrink. It may not be improper to remark also that our failure to compel better order in Mexico would be a reflection upon our title to try to police Turkey, even if our Government should sanction the attempt.

"The American policy has always been to keep hands off and permit people to work out their salvation themselves, furnishing, as needed, proper protection. In this case it seems wiser to have the Greeks furnish the protection with the monetary aid of the Powers."

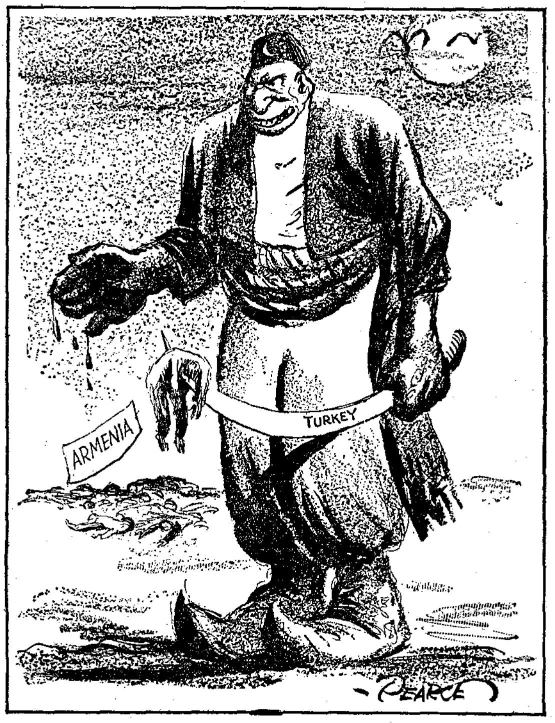
The Kansas City *Times* holds President Wilson responsible for Rear-Admiral Bristol's warning to Turkey, and a Washington dispatch says that the State Department ordered it, and in the Missouri paper's opinion this—

"Opens up the whole question of our attitude toward the responsibility for the Armenians with which our European Allies in the late war are so eager to invest us. Are the American people ready to accept this mandatary, and if so do they realize the size of the job, its probable cost and the consequences to which it may lead?

"The Armenian problem is not an outgrowth of the war. It has been on Europe's door-step for generations, and Europe has shown no more concern with it than to be careful to step over it and avoid doing anything about it. The Armenians, alien alike in race and religion to their governors, have been misruled, opprest, persecuted, and openly massacred for years without any attempt on Europe's part to undertake their protection, altho it was a question domestic to Europe and on the table of every European concert.

"To the extent that Europe has ignored and neglected its responsibility for conditions in Armenia it has contributed to and perpetuated them. This responsibility America does not share. It participated in none of the European congresses of the latter half of the last century at which opportunities to hold Turkey to account were present and ignored. It was not consulted and had no voice in any of the settlements by which Turkey's power in Europe was successively reduced, and in every one of which Europe had a lever by which the Turk could have been forced to cease his oppression in Armenia and even grant an autonomous government to that people.

"Yet, America, the farthest removed from the scene and with the least interest in it, save, of course, as a humanitarian question, is nominated by the unanimous voice of all who have themselves evaded their duty to do police work in Europe's own back yard. The armed force necessary to carry out such a mandate is mere guesswork at present as is the time necessary to accomplish it. But any estimate yet made reveals that an army larger than our whole before the war establishment would be required, and the probable cost—with the period of occupation not even guessed at—is casually announced at four billion dollars."



OUR WARD?

—Pearce in the Denver *Rocky Mountain News.*

The New York *Times*, on the other hand, favors not only immediate intervention to save the Armenians, but the acceptance of a mandate for Armenia, inasmuch as—

"We can not expect the British to stay there indefinitely, and when they go we should be ready to step in. A mandate for Armenia will involve no great amount of trouble; with a little initial help the Armenians will soon be able to govern themselves and protect themselves. If the remnant of the Armenians are massacred because the British Army is withdrawn, or because America refuses to concern herself with their fate, neither the British people nor the American people can expect to cleanse their consciences by rivers of pious tears."

This plea for intervention and a mandate is advanced also by the Indianapolis *Star*, which warns us that—

"No time can be lost in debate or in the dispatch of commissions to study the Armenian situation, for while these tedious methods are under way there may be no Armenian situation to investigate. Prompt steps should be taken to decide upon our policy. Acceptance of the mandatary will be the finest bit of missionary work we can do."

The Albany (Ga.) *Herald*, meanwhile, observes:

"Whether or not America is within her international rights when an informal warning is given to Turkey that massacres of Armenians must cease is a question for the diplomatic hair-splitters to discuss among themselves, but among Christian people the world over there can not fail to be a feeling of sympathy with the impulse that prompted the warning given by the commander of the American naval forces now in Turkey."

The Newark (N. J.) *News* warmly favors a mandate, and declares:

"Should America decline to accept such a trust, should Great Britain withdraw its forces, and should the other Allies, because of jealousies, decide to leave the Armenians to their fate, the remnants of that long-suffering race would doubtless be wiped out, and those responsible for such a horror could not successfully defend themselves against the charge of having followed a cowardly course."

TOPICS IN BRIEF

IT's time to strike out the strike.—*Boston Transcript.*

THE Omsk Government began with o and ended with k, but it wasn't.—*Columbia Record.*

THESE expeditions into Mexico are meant to be punitive, not puny.—*Greenville (S. C.) Piedmont.*

"SCOURING the border" will help some, but why not scour the Carranza Government?—*Columbia Record.*

HERBERT HOOVER has proved that the biscuit is mightier than the cannon-ball.—*Cincinnati Times-Star.*

THE English view of the Dry-World Drive is that it's an effort to put the blight on Blighty.—*Columbia Record.*

IT perhaps should be said, before the plot thickens, that we have no quarrel with the Mexican people.—*Chicago Tribune.*

DENMARK wants to borrow $120,000,000 crowns. There are some in Switzerland that aren't working.—*Columbia Record.*

IT is predicted that eggs will be one dollar a dozen next winter. The hens are getting a sweet revenge for the indignity of having to sit on porcelain eggs.—*Worcester Gazette.*

THE fear that the Germans have been cruelly treated is being exprest by a number of gentlemen who have an interest in the elections to be held a year from this fall.—*Philadelphia Public Ledger.*

WAGES can't meet high prices if they both are going in the same direction.—*Newark News.*

THE great question in the Socialist party at present is what is left.—*Springfield Republican.*

STILL, there must be either universal military training or universal military straining.—*Columbia Record.*

DR. KARL MUCK will land in Denmark, thus confirming what *Hamlet* said about that kingdom.—*Columbia Record.*

WE are with the ministers if they strike for better-paid sermons, unless they ask time and a half for overtime.—*Detroit News.*

THE Allies still love Kolchak, but not with the ardent passion that thrilled them when he was making good.—*Asheville Times.*

THE railroad men seem to have overlooked the fact that it isn't the strikes, but the runs, which win the game.—*Columbus Dispatch.*

THE little pig that went to market in the old days now has descendants who spend al. their time in the cold-storage plants.—*Dallas News.*

GREAT BRITAIN has removed all restrictions on beer, and is ready to renew her proud title of "tight little island."—*Cleveland Plain Dealer.*

NOW, if Congress would only amend the law of supply and demand so that we would have more supply and less demand, the solution of our troubles would be simple.—*El Paso Times.*

FOREIGN - COMMENT

NEW INVASIONS PLANNED BY GERMANY

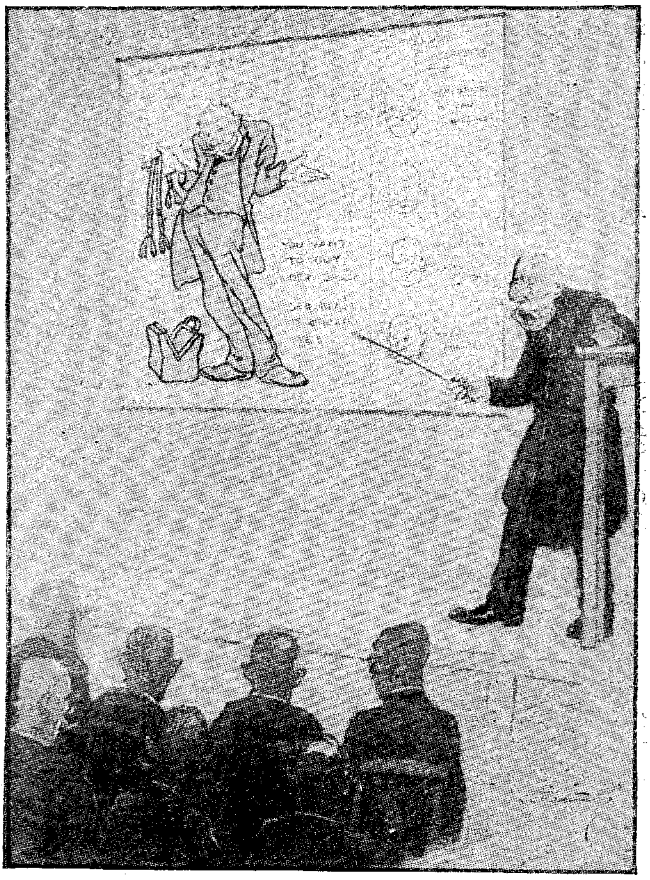
A WAITING WORLD may now expect an invasion of goods and emigrants, it appears, from the land whose armies a year ago were being hurled back in red rout and ruin from the soil they invaded in 1914. Besides restoring her industrial energies at home, we learn from press dispatches, Germany is planning a vast invasion by emigration—especially into Central and South America and Mexico. It would seem that the Government, realizing that there must be a great exodus of Germans from the fatherland, has resolved to direct and aid them to their own best interests and those of Germany herself. Thus, for example, Herr Friedrich Mayntzhusen, a member of a special commission to the Argentine Government, states, according to Buenos Aires cablegrams, that syndicates have been formed in Berlin to establish German colonies in Argentina and for the promotion of trade relations. Emigrants from Germany to Argentina will be chosen and will locate where directed by the Argentine Government. Herr Mayntzhusen is quoted as saying that "the German Government will prevent the exodus of radical elements and establish propaganda centers at Buenos Aires, as well as in Germany, where Argentina is looked upon as a land of promise for the Germans." He informs us further that among Germany's immediate chief exports to South America will be drugs, paints, and dyes, and also locomotives, textiles, and toys. Most of the German capital formerly employed in South Africa, the commissioner asserts, will be transferred to Argentina. A feature of the colonization will be the selection and preparation of workmen to take up residence in various fixt zones in Argentina.

From German dispatches we learn that government experts estimate that 20,000,000 Germans may emigrate, and in a report of the Central Union for Commercial Geography we read that—

> "Business men with large and small capital, who feel their future endangered by the peace terms of the Entente and who have been impoverished by the war or internal political disturbance, and members of the small landed proprietor class or city middle class, as well as workmen, all desire to leave the country. In some cases, too, owners of large capital desire to leave Germany and acquire extensive lands abroad, where they would carry on live-stock rearing or planting on a large scale. Companies are being formed with the object of acquiring land abroad and of forming settlements on the same.
>
> "The lands to which such persons would emigrate are chiefly the South-American states, especially Argentina, Paraguay, Chile, Peru, Bolivia, and Brazil to a lesser degree, in consequence, probably, of the hostile attitude of that country during the war. In any case, it would be preferable to emigration to North America, because in the south the settlers would remain steady consumers of German manufactures and would furnish the fatherland with supplies of raw materials and foodstuffs."

That intending emigrants are warned it is unwise to go to any part of the British Empire, we are informed by Berlin dispatches, and also that they are officially discouraged from entering the United States until the time comes when "Germans will again be welcome there." The State Emigration Office tries to send emigrants to countries where there are already compact German settlements so that they will not lose their Germanism, and we read that:

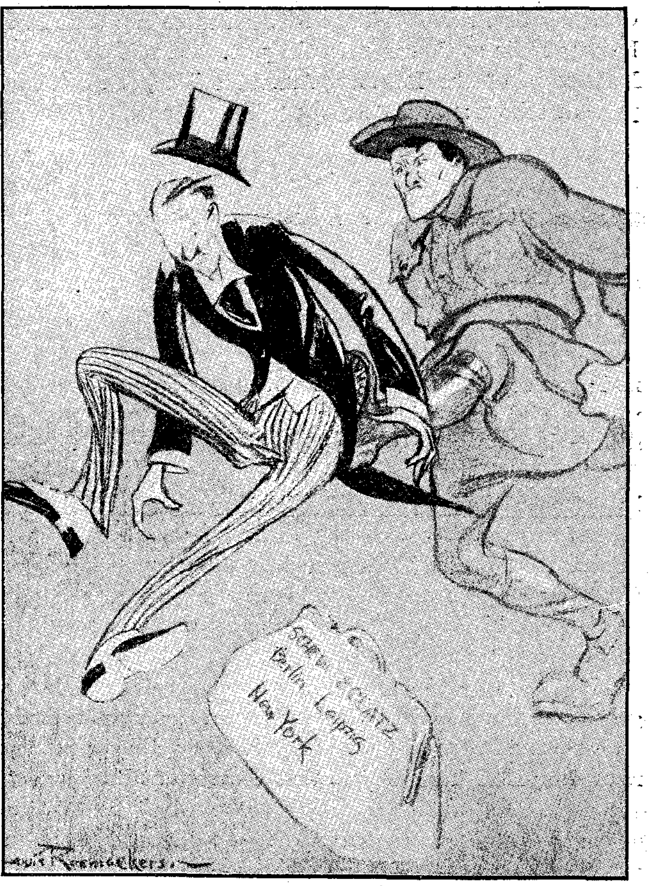
"Propaganda for emigrants urges them to be loyal to the new



THE BERLIN SCHOOL FOR COMMERCIAL TRAVELERS.

THE PROFESSOR—"And above all, gentlemen, try and look as if you were Englishmen."

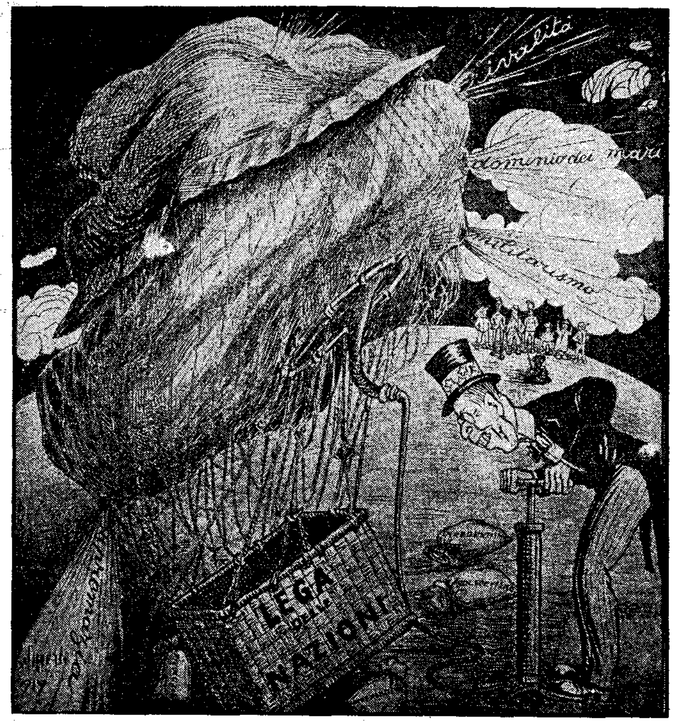
—*The Passing Show* (London).



AUSTRALIA'S WELCOME TO GERMAN SALESMEN.

—*The Bystander* (London).

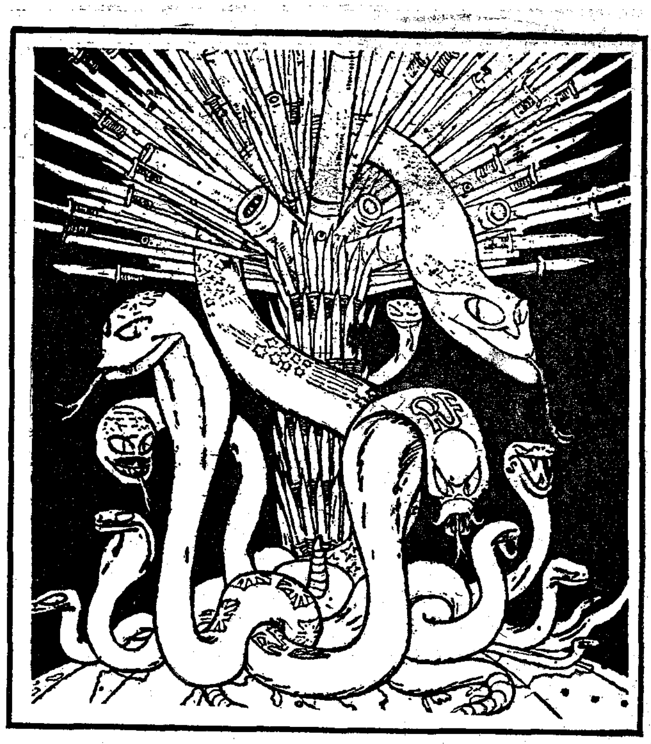
WHAT LONDON EXPECTS.



AN ITALIAN "I TOLD YOU SO."

"Yes, Mr. Wilson, you will need to pump hard to fill all the punctures you yourself made."

—*Il 420* (Florence).



THE PEACE PALM AND THE LEAGUE OF NATIONS.

A wall-painting for the Hall of Mirrors at Versailles.

—*Kladderadatsch* (Berlin).

SLAMS AT THE LEAGUE FROM ITALY AND GERMANY.

homeland, but not to forget the fatherland and to keep up the German language and customs in the schools. Germanism existing generally within the framework of the laws and in the customs of Argentina and Mexico makes those countries especially desirable destinations for the German emigrant."

Despite the caution that German emigrants would better not go to the United States for the present, there are high hopes in Germany that trade relations between these two countries will be once again as they were in the past. On this point Director Huldeman, of the Hamburg-American Line, is quoted in the press as follows:

"That there is a market for German goods in America there is no doubt. Apparently the American Government, too, does not intend placing any obstacles in the way of German business. It is urgently desirable that everybody concerned in Germany finally come to his senses and realize that only the most intensive work can make possible a resumption of our exports."

We hear, too, of lively German efforts to open trade relations with Polish, Czech, and Bolshevik Russian concerns. Germany no longer fears that the Allies will wage economic war on her, we are told, but will rather wage ruthless competitive war among themselves for Germany's business. War-time prophecies of commercial ostracism of Germany are apparently allowed to lapse from memory as it is more keenly realized that in order to pay the costs of defeat Germany must secure the means through the medium of her industrial and commercial capacity. If Germany is ever to pay the indemnity exacted by the Allies her trade must be resumed and developed, remarks the London *Daily News*, which adds that "with the clamor of persons who would never buy goods from Germany and never sell Germany goods and never shake a German's hand again still sounding in its ears, the Board of Trade finds itself capable of not merely reminding British merchants that they are at liberty to trade with Germany, but urging them not to miss the opportunity which their competitors in half a dozen other countries are eager to seize." Restrictions on all imports save those of "key industries" have been lifted by Great Britain, and as the London *Evening Star* put its: "The main thing about German exports to this country is that, if we do not buy them, Germany will not be able to purchase goods from us."

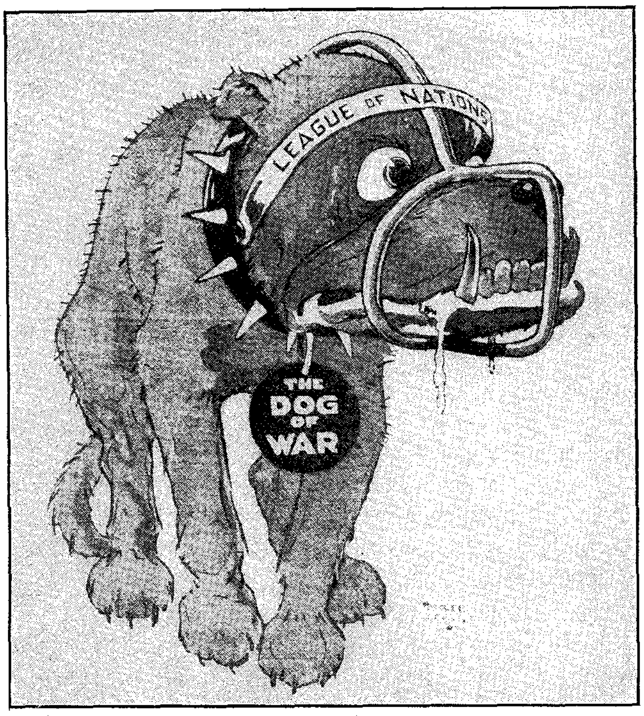
HOME ADVICE TO JAPAN

TO-DAY JAPAN STANDS at the parting of the ways, doubting which to choose, and regrettably the majority of Japanese appear to favor the old aggressive policy, notwithstanding the fact that a League of Nations has been organized for the purpose of preventing any aggressive nation from encroachment upon the territory of others. So says a Japanese writer in the Tokyo *Nichi-nichi*, who uses the pen-name "Ryukei Yano" (Dragon Valley), and he plainly warns his country that Japan "must radically change her old policy and formulate a new policy to prevent her from being isolated from the rest of the world." Another criticism of Japan appears in the Korean *Seoul Press*, a Japanese organ, which remarks:

"The recent disturbance in Korea and the anti-Japanese boycott movement in China are due to manifold causes, but when these are probed to the bottom it is found that the fundamental cause of both events is the dislike of the Japanese entertained by the two peoples. Now, as a matter of fact, the Japanese have done both of them many acts of kindness. To the Korean people they have given such prosperity and security of life and property as were never before witnessed in their history. To the Chinese they have not only rendered great assistance in political, military, and educational affairs, but have helped to develop Chinese industry by lending large sums of money. Taking into account all these expressions of good will and friendly feeling on the part of Japan, it seems very strange that as a nation we should be so disliked by the Koreans and Chinese. Naturally there are among us many who consider the Koreans and Chinese as people lacking in any sense of gratitude, and are angry at them."

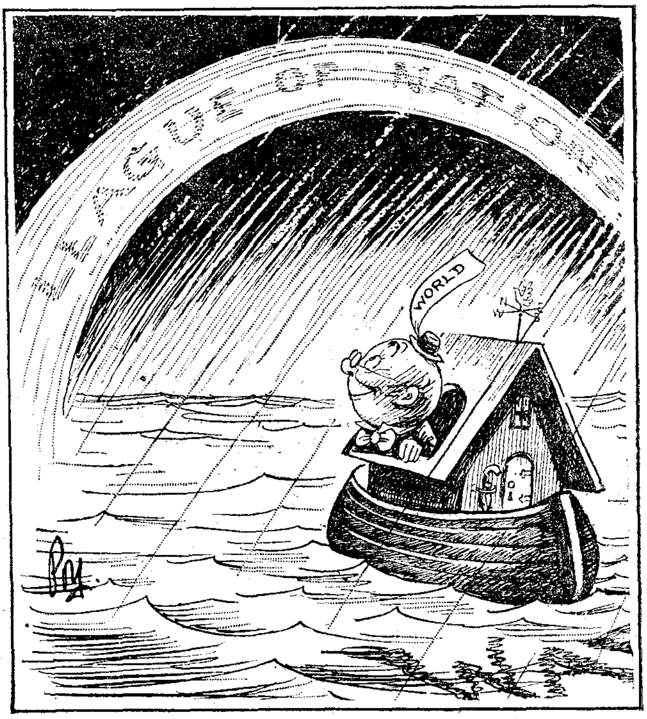
But the dislike shown by the Koreans and Chinese toward the Japanese is not on the whole unreasonable, it is admitted by this journal, which proceeds:

"It is true that we have done them many acts of kindness, but have not such acts been done more with the view of promoting our own interests than theirs? It is not strange that such kindness does not impress the Korean and Chinese. . . . Be it said to our regret that the majority of the Japanese do not know what true love is. Unless, however, we cultivate such true love and act upon it in our dealings with weaker peoples, it will be impossible for us to achieve any great success in our development on the Asiatic continent."



MUZZLED?

—*London Opinion.*



THE RAINBOW.

—*The Evening News* (London).

TWO BARKS AFFECTED BY THE LEAGUE.

ANOTHER BRITISH AMBASSADOR PRO TEM.

ONE OF BRITAIN'S BEST MEN is sent to her embassy at Washington, it is generally admitted by British editorial observers, tho some of them deplore the fact that Viscount Grey of Fallodon goes to the United States merely as temporary ambassador. The appointment of a permanent ambassador, we learn from the press, is deferred till early next year. It is more than two years since Sir Cecil Spring-Rice retired, the London *Daily News* recalls, and in the interval Lord Reading, still holding the position of Lord Chief Justice, has been to and fro between Washington and London, but during the whole of that period the British Embassy at Washington has "failed conspicuously to fill the place it was designed to fill in the life of America." Now that most unfortunate condition is to be perpetuated for another six months, *The Daily News* goes on to say, and "it argues no lack of appreciation of Lord Grey's high qualities to say that even his public-spirited consent to serve does not reconcile us to another stop-gap appointment." This journal adds:

"There is a further consideration. Lord Grey is to go to Washington 'to deal with questions arising out of the peace.' Lord Grey has had no part in the making of the peace. Owing largely to eye trouble he has had no part in public affairs at all since his retirement from office in December, 1916. If he were going to Washington for the normal ambassadorial term it would be reasonable to assume that that initial disqualification would in course of time cease to handicap him. But to choose for an emergency six months' appointment 'to deal with questions arising out of the peace' the one statesman who for two years and more has been more conspicuously out of touch than any other with active political life is to say the least a singular proceeding."

"Our friends, the Americans," remarks the London *Morning Post,* will no doubt take the appointment of Viscount Grey "as a compliment," for he is "a notable Englishman," and "a man whom the whole world respects, not so much for his abilities as for a certain loftiness of character and ideals." Moreover, he is known to be sympathetic to the American spirit, as he understands it, this Tory journal gravely informs us, and "his Whig traditions and his sentimental view of the world's affairs give him a certain kinship with American thought." Then in the tone of a social mentor, *The Morning Post* proceeds:

"It is unfortunate that his bereavements and misfortunes can not but sadden the social side of the embassy—which is a matter of some importance. Possibly it is that disability which has led Viscount Grey to refuse anything more than a temporary mission. The ideal British ambassador in Washington would be popular on the social side; but he would not forget that there is a business side to our relations with America. Nor would he forget—and we hope that Viscount Grey will not forget—that Americans respect a man who stands firmly upon the rights and interests of his nation."

The London *Daily Chronicle* is whole-hearted in its tribute to Viscount Grey, of whom it says:

"There is no statesman in Europe whose reputation for honor, disinterestedness, and loftiness of purpose stands higher, a reputation which has grown during his long and distinguished tenure of office as Foreign Minister.

"It is particularly fortunate that he can go to America now, for he, if any man, has the cause of the League of Nations at heart, and he, with his rare tact and knowledge, is specially qualified to take counsel both with President Wilson and those Americans who are not satisfied with all the terms of the Covenant. His acceptance is for him personally in some measure an act of sacrifice, for he has continued to suffer from his eyes, and he had hoped to spend the rest of his life in retirement from public affairs. In taking upon himself this new duty he will have the full confidence of this country, and we are sure he will be welcomed in America."

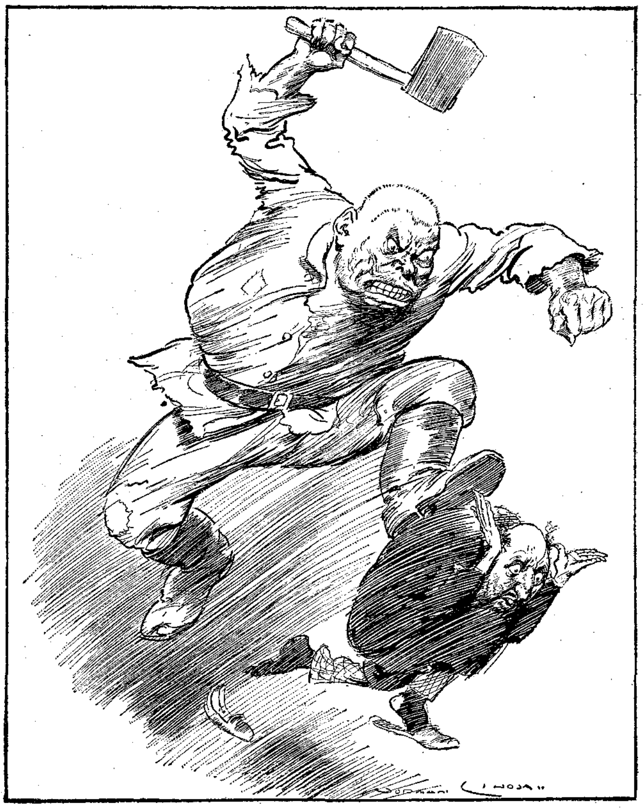
Of moment to Americans is the characterization of Lord Grey by the London *Westminster Gazette,* which observes:

"It is the merit of Lord Grey as a statesman that he holds tenaciously to a few simple guiding principles, and from the very beginning of the war he held, as one of these, that to be right with America was an absolute essential to the Allies. That was not so universally accepted a maxim of Allied statecraft in 1915 and 1916 as it is to-day, and to Lord Grey more than to any man we owe it that nothing was done in those years in the name of military necessity to chill or check the ripening opinion of America toward intervention on the side of the Allies.

"We have said that to be right with America is now a universally accepted maxim of statecraft among the European Allies. In that we may rejoice unreservedly, but something more than the mere saying of it is necessary. To adjust the American point of view to the European, and without compromising the independence of either, to bring both into line for the world-peace, is a work of constructive statesmanship which will need no small measure of patience and forbearance on both sides."

EUROPE'S NEW WAVE OF ANTI-SEMITISM

AN AFTER-WAR DEVELOPMENT that is causing sharp concern in all the large centers of civilization is the outburst of anti-Semitism in Central Europe. According to Berlin dispatches, the outbreaks against the Jews are instigated by unscrupulous agitators who charge that Bolshevism is a Jewish movement, and who attribute the high prices of everything to the Jews. The German Government is said to be watching the situation closely as the result of street rows against the Jews in Berlin, while, we are told, "a veritable pogrom atmosphere is reported from Munich, Vienna, and Budapest." In Munich and Budapest, the anti-Semitic feeling is part of the reaction against Bolshevism, where reactionary agitators and others who lost property taken by the Bolsheviki are endeavoring to place the responsibility chiefly on the Jews whom they accuse of being leaders of the extreme radical movement in most countries. By way of defense, the most influential Jews are being urged publicly to cut loose from the radical members of the race by denouncing Bolshevism, and to do all they can to check the influence of the class known in Berlin as "Russian and Galician Jews," who were the leaders in the Munich and Budapest *Soviet* movement. Moreover, anti-Semitic agitation is listed in press-dispatches among the causes that make Germany's return to normal existence extremely slow. Manifestations against the Jews even include downright propaganda in favor of pogroms, according to a Rotterdam dispatch, and advertisements appear in the conservative press offering prizes for the best pamphlets against the Jews. The Government is said to be far too easy-going, for "civil officials and military officers can allow themselves the grossest liberties of expression on the subject of Jews and aggressive monarchical agitation without being brought to book." It is feared that the reactionaries will not hesitate to cause pogroms, says a Berlin dispatch, because they hope thus to discredit the present Government in the eyes of the world, and, in fact, this is "really at the bottom of the anti-Jewish movement, it is believed, for which neither the German people nor the present Government, but only the reactionaries, are blamed." Further afield in Europe, in Poland and in Roumania, where there is question also of anti-Jewish campaigns, we are reminded by the editor of *The New Europe* (London) that the Jewish problem is "essentially an economic problem, tho it has been much inflamed by political, racial, religious, and linguistic causes," and he adds:



SQUARING ACCOUNTS.

"German resentment has turned on German Jews."

THE FRENZIED HUN—"I'll take those Peace terms out of YOU, anyway." —*Sydney Bulletin.*

> "Those who seek to explain recent excesses as an outburst of religious fanaticism are as wide of the mark as those who would have us believe that they were directed almost as much against Christians as against Jews. The Jews of Poland must be protected from outrage, but in fairness to the Poles it must be realized that the trouble lies very deep, and that there is no thornier problem in all Europe, or one more certain to task all the efforts of those whose duty it will be to build a new world."

A good word for the Jew appears at the same time in this review in an article by Mr. Albert M. Hyamson. He speaks of the press reports to the effect that the Jews of Poland have "during the past seven or eight months been suffering from a series of pogroms that have claimed victims and led to destruction of property practically every week." He then proceeds:

> "The excuses for the policy of which these are the manifestation are so absurd as not to stand for a moment the test of examination. The one is that all the Jews are Bolsheviki. To those who know the Jews of Poland the assertion must raise smiles. The typical Bolshevik as described in the press of Europe and the typical Jew of Poland are as the poles apart. Another charge is that the Jews are profiteers. To ninety per cent. of the population this can not apply, for they have nothing with which to profit. Among the remaining ten per cent. there are doubtless men who make and have made an undue profit out of the needs of their neighbors. But is it seriously contended that no non-Jews have done likewise? And even if the whole of the ten per cent. are profiteers, and it is not for a moment admitted that they are, is that a justification for torturing and ill-treating the other ninety per cent., or even the ten per cent?"

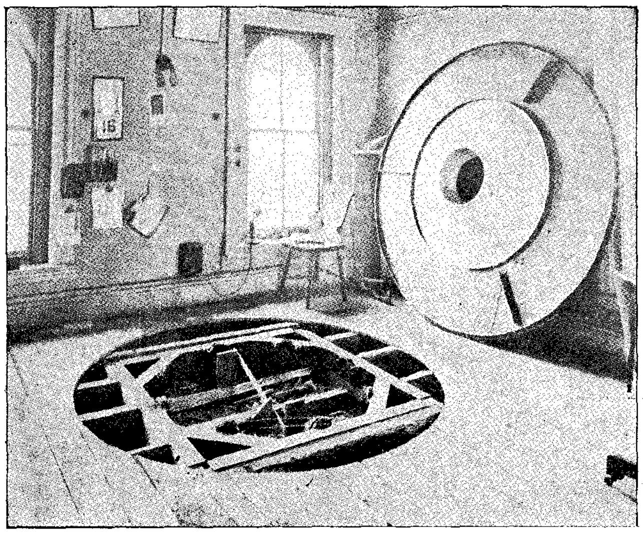
As a commentary upon Mr. Hyamson's article in *The New Europe*, there follows a note from a Polish reader in Warsaw on certain aspects of Polish-Jewish relations, from which we quote:

> "These relations were quite good and normal until about 1880, when the Russian Government began to send all Jews out of Russia into Poland. Then the latter country began to get overcrowded; and the newcomers for the most part spoke Russian, which was at that time detested in Poland, owing to the heavy hand of the Czarist Government. Many of these Russian Jews proclaimed themselves as propagators of Russian culture.
>
> "The second stage in the clouding over of Polish-Jewish relations came a little later, after the Expropriation Act had been passed in Germany, with the avowed object of Germanizing Prussian Poland. There followed a boycott of German trade, which only led to very slight results, since British and French traders did not even try to supply the place of the Germans, and since the Jews, ninety-nine per cent. of whom live upon trade, continued all the time to deal with Germany. The result was a movement in favor of creating an exclusively Polish trade and boycotting Jewish trade, which was indirectly German.
>
> "Then came the war. In Russia during this war there were about 3,000,000 Poles, in the Russian Army about 700,000. After the revolution, when Kerensky allowed the formation of Soldiers' Committees, which were the centers of Bolshevism, the Jews, who had hitherto been pariahs in the Russian Army, came to the top. Indeed, at the first meeting of the Soldiers' Committees in Petrograd, eighty-five per cent of the delegates were Jews. This is still the case; for instance, early in 1918, in Odessa, eleven of the fourteen Bolshevik Commissaries were Jews. And it was the Bolsheviki who were the greatest opponents of special Polish corps being formed in the Russian Army against the Germans; and the way in which they treated the Poles in Russia forms a special chapter in the history of Polish martyrology.
>
> "This was in Russia. Meanwhile in Poland the Germans behaved very much as they did elsewhere in Europe. The Jews, speaking a mixed German-Polish 'jargon,' were the natural helpers of the conquerors, and they shared in the hatred felt toward the Germans themselves. All the above-mentioned causes made anti-Semitism flourish in Poland, but it is a temporary phenomenon, like the war itself, and will die together with the causes, which now seem to us like a nightmare."

SCIENCE AND INVENTION

MANY ROOMS IN ONE

THOSE WHO ARE LIVING, or have lived, in an "efficiency" apartment are familiar with the fact that one room may be made to function in more than one way. That which is a sitting-room by day is transformed by the pressure of a button to a bedroom by night. Carrying this principle a little further, an ingenious inventor, whose plan is set forth by a contributor to *The Scientific American* (New York), has conceived the idea of making a single room take the place of a whole apartment, acting in turn as bedroom, living-room, dining-room, and kitchen. This is accomplished by the same mechanism as that of the "in-a-door" bed, the furniture appropriate to these various uses being put in commission, one article at a time, by turning a rotary section of flooring. The writer reminds us that the scarcity of houses this year has set inventors to thinking, and that there is a tendency in large cities toward small apartments. He goes on:

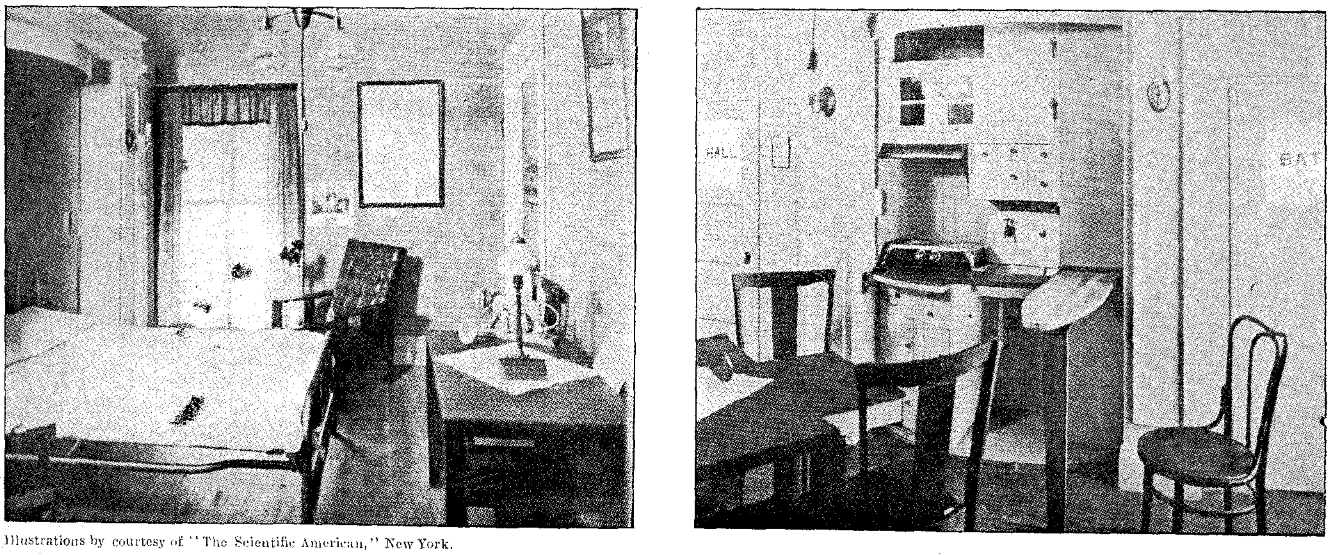

MECHANISM OF THE TURNTABLE,

By means of which one room is made to function as three.

"New York is notorious for its small apartments. The space which would make a single room of fair size in an old-fashioned house is divided by partitions into parlor, dining-room, kitchen, and bath, with one or more bedrooms. Small wonder that special apartment furniture is made to fit the tiny rooms. The stores are filled with compact combination pieces that can serve a variety of purposes, and are designed to occupy a minimum of precious space. Such conditions have endured for years, but in these days, when the demand for living quarters is greater than ever, the attention of the public has been directed to the fearfully cramped housing conditions of our big cities.

"One inventor has hit upon a very original scheme. We have our combination furniture, in which a couch will serve as a billiard-table and a bookcase as a bed, etc., but we have not heretofore thought of making a combination room. Why should a man who can not afford to rent a space more than fifteen or twenty feet square have that little space chopped up into half a dozen tiny rooms? A large family may need several rooms, but why should a single occupant, or a childless couple, have one room to sleep in, another to eat in, another to cook in, and still another in which to receive guests? Why not leave out all the partitions and have one decent-sized big room that will serve all these purposes? A single occupant certainly can not use more than one room at a time. Why not convert his one room into parlor or kitchen, as the case may be? The inventor has answered this question by building what he calls a 'revolving apartment.' It is true the apartment does not revolve, but the elements which change the room for the various purposes to which it is to be used do revolve. They are in the form of a cabinet mounted on a turntable and arranged something like a revolving bookcase. There are four sections to this cabinet, in one of which there is a folding bed; alongside the folding bed there is a dresser; a kitchenette occupies another compartment, and finally there is a bookcase and writing-desk. By revolving this cabinet so that the various compartments come into service, the same room can be used for sleeping, dressing, eating, and 'living,' to use the term commonly applied to such a room. . . . . . .

"As shown in the illustration, a large circular opening is cut in the floor near one corner of the room. In this is mounted a frame bearing grooved rollers. On this frame is the base of the turntable, which has a track engaging the rollers, so that it may be revolved readily. A partition cuts off the room just in front of the revolving cabinet, and a door in the partition at one side



Illustrations by courtesy of "The Scientific American," New York.

TWO ASPECTS OF THE REVOLVING APARTMENT.

In the first cut the room is filled up as a bedroom. In the second, by grace of the turntable, it is transformed into a dining-room and kitchenette.

of the cabinet opens into a bathroom. Another picture . . . shows the room fitted up as a bedroom. The folding bed has been turned down out of the cabinet, into the room. When the occupant rises in the morning, he folds up the bed in the cabinet, giving the latter a partial turn so as to bring the dresser into view. After he has completed his toilet, another turn of the cabinet brings the kitchenette into service. This is a very complete outfit, with an electric stove and a sink. Down below there is an ice-box and there are plenty of drawers in which table utensils and kitchen utensils may be kept.

"At one side there is an ironing board which may be turned down into service position if desired. Up through the center of the cabinet there is a pipe which serves not only to steady the cabinet as it revolves, but also to carry off smoke and fumes from the kitchenette. Running water is supplied to the sink through a pipe which has a swivel connection that passes down through the center of the turntable. As the kitchenette is placed in the wall of the room, the rest of the room can serve for dining purposes. A table which is ordinarily used as a library table is provided with a leaf which may be drawn out for dining purposes, but if there are guests the entire table may be cleared off and used as a dining-room table. Having done with breakfast, the cabinet is given another turn, bringing into view the bookcase and writing-desk, thus converting the compartment into a living-room or library.

"While this plan is exceedingly novel and very ingenious, we fear that the unscrupulous landlord will make use of it to reduce still further the size of living-quarters. He will see no reason for having a large main room, but will use small rooms, making more apartments to the floor, as long as he can place in each a revolving cabinet that will furnish all the needs of an ordinary multiple-room apartment."

WHAT FOLLOWS THE "FLU"?

JUST NOTHING AT ALL; that seems to be the answer to this question, if we are to credit an investigation recently made by the Board of Health of Buffalo, N. Y., and reported by Dr. W. A. Evans, the author of the "How to Keep Well" section printed in numerous dailies. The 34,000 persons who had the influenza last year in Buffalo—and survived it—are in better health to-day, Dr. Evans assures us, than if they had had typhoid, or even measles, or than if they had gone through a major operation. "There is no other severe disease," he says, "which would have left so few semi-invalids in its wake. The results here discust puncture, in particular, several popular fictions, of which perhaps the chief is that influenza renders its victims an easy prey to consumption. The Buffalo investigators found absolutely no evidence of this. Says Dr. Evans:

"In the early spring they [the Buffalo health authorities] threw a corps of investigators into the field to discover what had been the after-effects of the 'flu.' There were 33,880 cases of influenza reported between October 1, 1918, and April 1, 1919. Of these, 3,179 died. An investigator called on each survivor and asked whether there had been any after-effects of the disease. There were 748 who claimed they had never been the same since they were acutely sick.

"'Flu' is a severe disease, and some after-effects can be expected. But there is no other severe disease which would have left so few semi-invalids in its wake; 748 out of 38,880 is a small proportion.

"The figures of this survey were published in the April bulletin. The June bulletin carries a follow-up story. Two months after the first visit an inspector called on each of the 748 who claimed to be suffering from after-effects of 'flu.' They were informed by 501 that they had fully recovered; 216 reported that they were improving; 4 had died.

"Of the original 748 there were 220 who claimed to be suffering from one form or another of lung trouble. Examination showed that 28 had consumption. Of these 11 were on record as having had tuberculosis before they had the 'flu,' 8 were cases of new tuberculosis, altho several were in families where there were cases of consumption. Eight cases of consumption could be expected to develop in eight months among 33,880 people who had never had the 'flu.'

"The evidence indicates that influenza does not increase the tendency to consumption, as one person of the 748 had died from consumption during the two months' interval, but the evidence was that he had the disease before the epidemic of influenza came along.

"Of the 206 cases of rheumatism where it was claimed that the disease was due to 'flu,' 128 said at the second visit that they were well, and 78 that they were improving.

"Of the 46 cases of heart-disease, 26 said they were well, and 19 that they were still under the physician's care.

"The second visit showed that the persons with eye, ear, nose, and throat trouble which had been charged up to the 'flu' were about all well. Their troubles had not been serious.

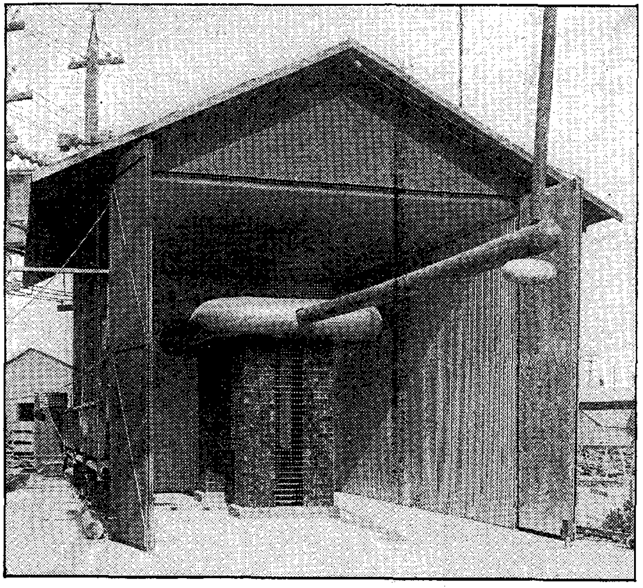
"It is very certain that 33,880 cases of pneumonia, typhoid fever, diphtheria, measles, or almost any other grave disease, or 33,880 major operations done under an anesthetic, would have left more after-effects, more organic disease of heart or kidneys, more consumption and more chronic bronchitis, more chronic invalidism than followed in the wake of the epidemic of 'flu' in Buffalo."

SHALL WE EXPORT LUMBER?

QUICKER DEPLETION of our forest resources, with higher prices and shortage of raw materials in our wood-using industries, is predicted by Henry S. Graves, Chief of the United States Forest Service, in a recent pamphlet entitled "Lumber Export and Our Forests," provided present attempts to increase lumber exports are not accompanied by steps to secure our forests. Says a Forestry Bureau bulletin:

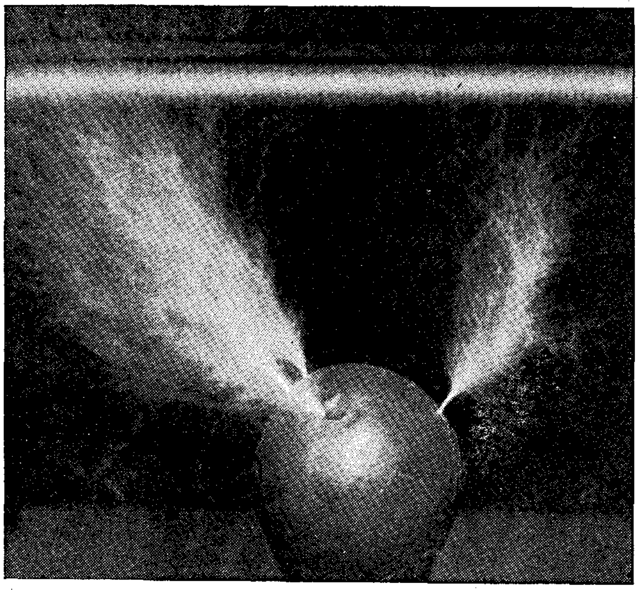
"We are already, according to Mr. Graves, cutting three times as much wood each year as the forests grow, while on the privately owned timber-lands, which supply practically all of the material for export, no effort is being made to secure replacement after cutting. Under these conditions any increase in our export trade will merely aggravate the shortage that is now felt, resulting in hardship on the wood-using industries and the public in general. Southern yellow pine, the author points out, affords a particularly good example of the dangers attendant on any attempt to increase exports without at the same time changing present methods of utilization. While the remaining supply at the present rate of cutting will be exhausted in about fourteen years, Southern yellow pine still leads in our cut and constitutes about one-half of our export trade, and consequently sets the pace for the price of lumber. An increase, therefore, in the Southern pine export business will likely be followed by increases in lumber-prices all along the line. This may be considered a favorable condition from the standpoint of the lumber industry. But what about the building trade, which uses over 3,000,000,000 feet of Southern pine-lumber; the railroads, which use 4,000,000,000 feet for ties and timbers, and the manufacture of boxes and crates, using 250,000,000 feet of Southern pine-lumber; the builders of railroad-cars, in the construction of which Southern pine-lumber enters to the extent of 350,000,000 feet; the manufacturers of agricultural implements, using 100,000,000 feet, and the manufacturers of vehicles, furniture, and woodenware and the builders of ships and boats, all of whom use large quantities of Southern pine? The increase in the price of this lumber must affect the cost of their products, and therefore eventually the welfare of the farmer, the worker, and the plain citizen who buys these commodities.

"These facts do not, however, in Mr. Graves's judgment indicate that the export business should be curtailed as much as possible, but rather that immediate steps should be taken to keep the forest-lands of the country productive. The Southern yellow-pine lands, for example, instead of being practically exhausted in the next ten or fifteen years under present methods of exploitation could, if fully stocked and in good growing condition, provide all the yellow-pine lumber necessary for domestic needs and leave a much larger surplus for export than is being shipped to-day. As the chief forester sees it, 'The public must take cognizance of the dissipation of our forest wealth and insist on the use of constructive methods of handling forests instead of destructive exploitation. It will be necessary that the public, through appropriate legal and administrative measures, insist upon adequate forest protection and the use of such methods of cutting as will make possible forest replacement by natural reproduction. At the same time, the public must liberally assist the owners in such measures as are necessary to make good forest handling a feasible matter. Such a policy, coupled with a broad policy of public acquisition of forests—national, State, and municipal—would make safe and wise the encouragement in a large way of the export of lumber and other forest products."



Illustrations by courtesy of the Federal Telegraph Company, Palo Alto, California.

HIGH VOLTAGE LABORATORY AT PALO ALTO.



NOT A BOMB, BUT AN OVERWORKED ELECTRODE.

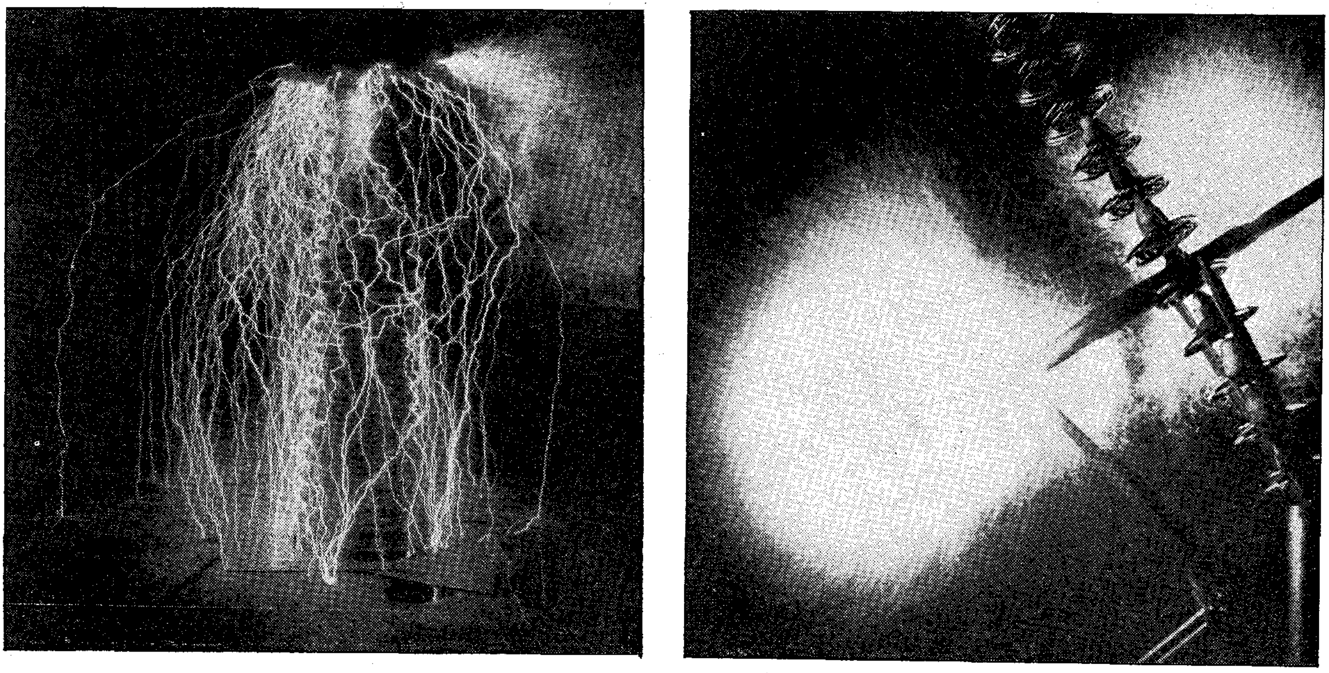
These pictures and those below record experiments carried out by the Federal Telegraph Company at Palo Alto, California. The first shows the larger inductor wound with special radio cable, and mounted between the insulating supports of the undergrounded "plate" of the air condenser. The second shows the corona plumes that appeared on a high-voltage electrode at 240,000 volts.

BETTER ELECTRIC INSULATORS

SOME OF THE BEST INSULATORS in use will not prevent the spectacular electric discharges shown in the accompanying photographs, which are from the Federal Telegraph Company's high-voltage laboratory at Palo Alto, Cal., and are reproduced from *The Journal of Electricity* (San Francisco, July 15). The researches carried on at this place show the possibility of insulators better adapted to withstand high tension and great frequency of alternation in a current; but they also indicate with certainty, we are told, that the formation of the "corona" discharge will certainly limit the tension at which transmission is practicable. The commercial bearing of this is that the transmission of electric power is cheaper the higher the voltage used. Better insulation means cheaper transmission, and the point beyond which no insulation is effective to prevent wastage by discharge marks the limit of attempts to cheapen the transmission of light and power in this particular way. Says *The Journal:*

"The high-voltage laboratory of the Federal Telegraph Company, at Palo Alto, California . . . has been the scene of the most important experimental work along these lines.

"Present indications are that the formation of the corona at very high voltages will limit the tension at which transmission is practicable. A high frequency exaggerates the effect with the interesting result of a sudden drop in the voltage when the corona is formed. As a result of these experiments a modified type of insulator better suited to withstand high-frequency and high-voltage conditions has already been developed, and further results of practical value to the electrical industry are daily developing."



SPECTACULAR LEAKS THAT HINDER ELECTRIC TRANSMISSION.

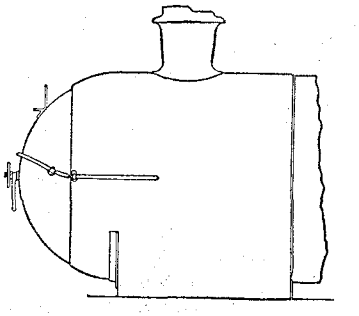
The photograph on the left shows a corona and flash-over on a 37-inch porcelain pedestal equipped with a corona shield. The current was 234,000 volts and 51,000 cycles per second. That on the right shows a test of a string of suspension units with a corona shield. Here the corona plumes, which first appeared at 207,000 volts, are maintained by a potential of only 150,000 volts at a frequency of 48,000 cycles per second.

WIND-RESISTANCE ON TRAINS

AT EIGHTY MILES an hour a railroad-train expends three horse-power for every square foot of exposed surface that directly opposes the wind. This is supposing that the train moves through still air. If a wind opposes it the expenditure is much greater. The magnitude of the resistance opposed by the air to bodies moving very swiftly through it has been realized only of late years, and designers have only just begun to act on the knowledge that this resistance depends on shape. In theory, at all events, a perfect "stream-line" body should experience no resistance, except that due to skin friction. Says C. F. Dendy Marshall in an article quoted from *The Engineer* by *Engineering and Contracting* (Chicago, July 30):

"It is obviously impossible to approximate at all to a stream-line form in the case of a train, but that is no reason for going to the other extreme, and utterly ignoring the question of shape.

"Little has been done to try and improve matters, except that about twenty-five [years ago, on the Southwestern Railway, Mr. Drummond made some of his smoke-box doors conical in shape, a plan followed on some continental railways, and that on the Paris, Lyons, and Mediterranean, a wedge-formation with the same object appears to have been aimed at. Neither of these efforts met with practical success, the theory of the air-resistance to bodies moving through it being comparatively undeveloped, and the necessary experimental data lacking. The cone of the smoke-box door took the place of a flattened hemisphere of comparatively quiescent air, which is pushed along in front of the ordinary door. So far as it may have encroached beyond that, it must have intensified the pressure on the outer part of the front. With regard to the French engine, merely substituting sloping surfaces for upright ones is an expedient that is of rather problematical value, and one which, under certain conditions of wind and speed, has the effect of increasing the side pressure on the rail.


PROPOSED DESIGN OF LOCOMOTIVE FRONT TO LESSEN WIND RESISTANCE.

"Thanks to the work which has been done in connection with aeronautics, it is now possible to take the matter up and study it on a scientific basis, with a promise of substantial improvement.

"The importance of the front wind-pressure on the engine is not fully appreciated. The horse-power required to overcome it increases with the cube, not merely of the speed of the train, but with that of what is called the 'created wind,' which in the case of an express-train may easily exceed eighty miles per hour.

"It will be readily understood without entering into calculation that the speed of the created wind creeps up as the strength of the natural wind increases, and that eighty miles per hour is quite a moderate figure to take for it, while the demand for power runs up [sharply] with any increase of speed. . . . . . .

"We now know fairly well what is the best shape for a body which is to be driven through the air at speeds of the order under consideration. The front should be quite 'bluff,' a sharply conical or wedge-shaped form not being at all the ideal to be aimed at. What is required is to eliminate every square inch of transverse flat surface that can possibly be dispensed with, smoothing off projections and putting in gentle curves parallel to the natural flow of the air."

A TRAVELING GREENHOUSE—There is now such a thing as a greenhouse whose location can be changed at will. To quote a writer in *The Popular Science Monthly* (New York, September), it is "like a setting hen that will move from nest to nest when each batch of eggs is hatched." The greenhouse, similarly, will move from bed to bed when each batch of plants no longer needs protection. We read:

"Of course it doesn't move of its own accord; but, altho it weighs twenty tons, it can be moved by a small boy. In fact, the same small boy can move it even when it is weighted down with an additional fifteen tons of men. The greenhouse is raised on wheels that run on tracks placed about six feet apart. To move it, the boy turns a wheel. Inside the greenhouse are pipes and a boiler for heating it, a cold-water supply, a ventilating gear, and every other greenhouse necessity. When it has sheltered one batch of plants until they are sufficiently strong to battle with the elements, the hinged eaves of the greenhouse are lifted up and fastened in place until the moving to a younger bed is finished. Thus it passes easily over the taller plants. This greenhouse measures one hundred feet, and it was invented by Mr. A. Pullen-Burry, of Worthing, England."

MILLIONS FOR THE DYE-WAR

GERMANY'S EXPECTED COMPETITION in the manufacture of dyes is being forestalled by the expenditure of millions of dollars by American manufacturers, we are told by *The American Exporter* (New York, August), quoting a recent bulletin of the American Chemical Society. All that energy and research can do, we are assured, is being directed toward perfection of that group of colors known as the vat dyes. One large corporation has already expended $1,800,000 in experiments. We are informed:

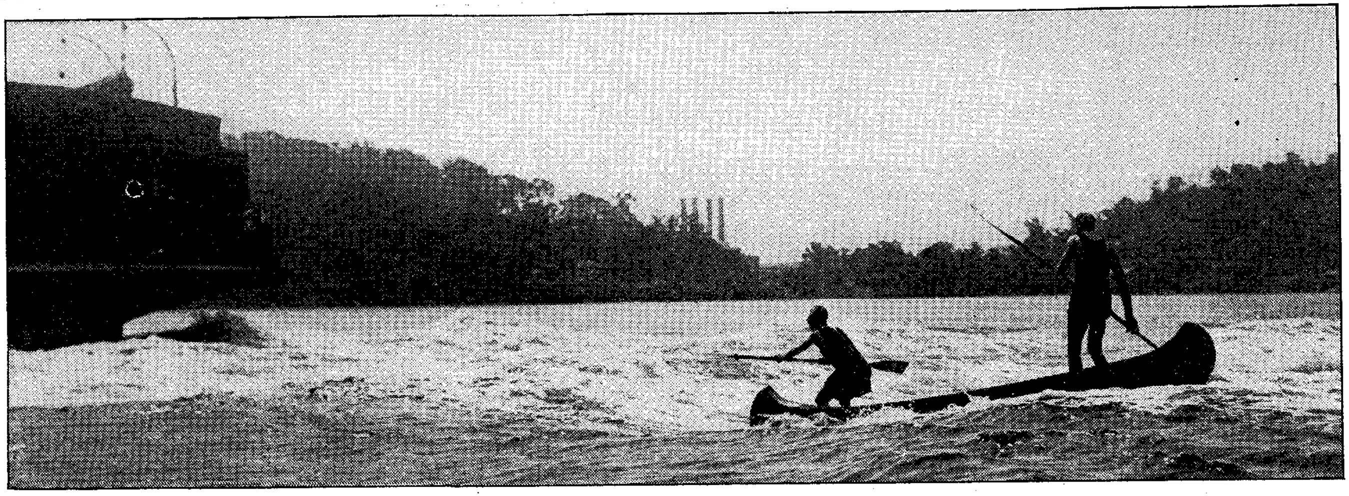
"Vat dyes, like indigo, are insoluble in water, dilute acids, and alkalis, but when treated with certain chemicals hold compounds which can be dissolved in alkaline solutions. These compounds on being exposed to the air are acted upon by the oxygen in such a way that the original coloring matter forms anew in the fiber which has been dyed, thus what appears to be a liquid as clear as water in the vats is often the source of brilliant hues. Vat colors have their characteristic fastness because of the very insolubility of the original dyestuffs. Fabrics dyed with them resist the action of washing, of light, and strong soaps.

"The great cost of promoting a native dye industry comes in putting to practical application on a large scale the work of the laboratory. Of the hundreds of dyes which were manufactured abroad before 1914, there is scarcely one which could not be made by American chemists on a small scale under laboratory conditions. When the wholesale operation begins, however, there are many obstacles which can only be overcome by practise. For example, one of the largest plants engaged in the manufacture of American dyes expended in one year $845,000 in developing the factory process of a certain dye. Owing to unexpected difficulties in manufacture it has been able to produce only $30,000 worth of the dye. These difficulties, however, are being rapidly overcome.

"The first meeting of the newly organized Dye Section of the American Chemical Society, to be held in Philadelphia, Pa., on September 2 to 6 inclusive, will thus be an important feature of the largest assemblage of American industry, not only in dye-making but in all other allied activities. From 7,170 members before the European War in 1914, this body has increased to 13,000 members in 1919, a gain of nearly one hundred per cent. Other departments of chemical manufacture are likely to show remarkable growth in the coming year, and to shake off the yoke of German domination.

"The American dye industry, however, has especially come up out of the tribulation of the world-war. Owing to the ability of Germany to dump surplus products on the market before the war, that country virtually enjoyed a monopoly in dyestuffs. The schemes of the Junkers provided that the dye industry of Germany should not only be a means of trade warfare, but should be a basis of military operations, as its huge plants were turned almost overnight into factories for the making of high explosives. The American manufacturers of dyes immediately devoted themselves toward the development of their infant industry and, altho they were much handicapped by the fact that toluol, one of the derivatives of coal-tar largely used in their art, was needed by the Government, they were able within a short time to give relief to the textile-mills, which otherwise would have had to close for lack of sufficient colors. They are now able to provide most of the colors required by the various industries of the United States and are determined that they will finally so develop the processes for vat dyes that they will be able to meet all competition.

"As these colors are greatly needed, it has been proposed that they may be imported from foreign countries for the next five years under special license. They would be subject to the usual tariff, according to the legislation now being considered by the Ways and Means Committee of the House of Representatives, which has been holding extensive hearings on the dye situation."

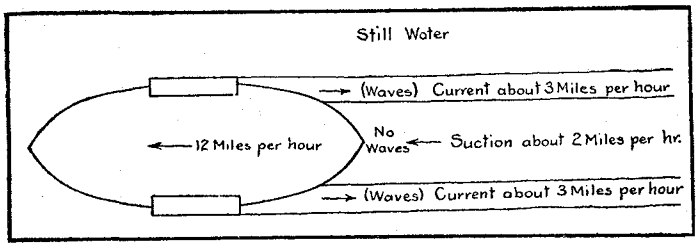


Copyrighted by Edwin Levick, New York.

CANOEISTS CARRIED ALONG IN THE WAKE OF A PADDLE-WHEEL FERRY-BOAT.

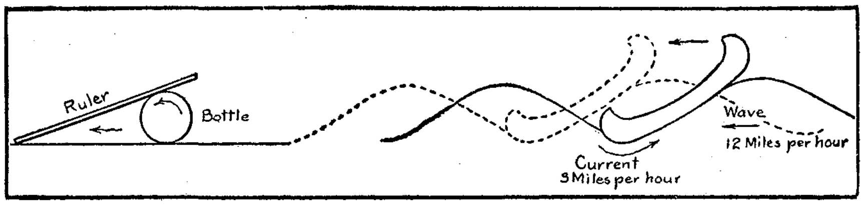
COASTING IN A BOAT'S WAKE

PASSENGERS ON ONE of the up-town Hudson River ferries, in New York, have been treated lately to the odd spectacle of a canoe sailing in their wake, all the way across, without any apparent means of propulsion. What makes it go is a question that has puzzled many, says the writer of an article in *The Scientific American* (New York). The more observant, he goes on, must have noticed that the canoe does not keep to the smooth water directly aft, but rides off to one side in the rough waves that are kicked up by the paddle-wheels; also that the canoe does not hug the ferry-boat closely, but may pursue its mysterious course at a considerable distance, while traveling just as fast as the ferry does. He continues:


Still Water
→ (Waves) Current about 3 Miles per hour
←12 Miles per hour
No Waves
← Suction about 2 Miles per hr.
→ (Waves) Current about 3 Miles per hour

CURRENTS IN THE WAKE OF A FERRY-BOAT.

"Sometimes the canoeist rides an eighth of a mile behind the ferry-boat. There is no hidden power-plant in the canoe, and yet the bow wave that it makes as it speeds along shows that it is not carried along on a current of water. Another point to be noted is that the canoe always takes a position on the forward side of a wave, and that it holds this position all the way across. This lets out the secret, for it is the wave that carries the canoe along, in the same way that the Hawaiian on his surf-board rides at high speed for half a mile or more on the waves that roll shoreward. This does not mean that a current of water carries him forward, but that the waves do. The tide may be setting out, and yet if the waves roll shoreward the surf-board will go in on them despite the outgoing tidal current, because it is the waves that push it along.



EXPERIMENT WITH A RULER AND BOTTLE, SHOWING HOW THE WAVE PUSHES THE CANOE ALONG.

"To illustrate the phenomenon, imagine a marble on a carpet. If the carpet is wrinkled by pushing it forward with the toe the marble will roll along ahead of the traveling wrinkle in just the same way that the surf-board glides along pushed by the advancing waves. Of course the surf-board does not roll, but it is pushed ahead just the same. Perhaps a more apt comparison is presented in the accompanying sketch of a bottle and a ruler. Lay a bottle on a table top and support one end of a ruler on it. Now if the bottle is rolled forward the ruler will slide ahead, just as the marble did ahead of the wrinkle in the carpet. The same is true of the canoe, which is shown in the same cut. The canoe stands in an inclined position on the side of the wave. As the wave advances to the position shown in dotted lines, the canoe must advance also. It can not ride over the wave without running up-hill and consequently it must be pushed along by the wave.

"The man who has been performing this interesting experiment is Mr. C. H. Clark. Mr. Clark informs us that one of the ferry-boats he follows makes a speed of about twelve miles per hour when under full headway.

"Directly back of the ferry-boat there is a suction producing a current of about two miles per hour in the direction in which the boat is traveling. The void back of the ferry-boat is largely filled up by water flowing in from below. Back of each paddle-wheel there is a current in the opposite direction, of about three miles per hour. The waves are produced by the water lifted up by the paddles above the normal level. The water then drops and continues to oscillate up and down. Right at the paddles there is also a quantity of water that is being lifted up. In other words, there is always a wave-crest at the paddle-wheels so that the waves which are formed always travel in the same direction as the ferry-boat travels and at precisely the same speed, as long as the paddle-wheels are running."

Altho there is this forward motion of the waves at twelve miles per hour, there is a rearward current of three miles per hour, so that the canoe which travels on the waves must actually go through the water at fifteen miles per hour, as long as it keeps up with the boat. It seems odd that the canoe can overcome this rearward flow. To explain this, the writer refers us again to the marble on the carpet. He writes:

"Suppose that while the ruler is moving forward the carpet is being drawn rearward. The marble will still continue to slide forward ahead of the wrinkle. This is exactly what the canoe does. There is not enough rearward current to carry it up-hill over the crest of the waves, and as long as the craft lies on the forward side of the wave it must progress with the wave and at the same speed as the wave. As a matter of fact, the rearward current helps to maintain the canoe on the side of the wave and to prevent it from burying its nose in the trough of the waves."

DEPARTMENT OF SCIENCE AND INVENTION CONTINUED ON PAGE 117

SELF-AMERICANIZATION FOR THE FOREIGN-BORN

GOOD AMERICANS are made very slowly among our foreign element on vague theories about their duties as citizens, for most of them are not prepared to receive the instruction. A new method of Americanization has been hit upon by the Tompkins Square unit of the New York War Camp Community Service, which is "to bring them into contact with what is best in this country, leaving them to acquire its customs and ideas in their own way." Dr. F. V. de Porte, the director of the unit, has put this scheme into practise, and being of foreign birth himself, he knows better than the native-born what the needs of these people are. Tompkins Square is on the lower East Side, where in its neighborhood live 150,000 Slavs and Italians, exhibiting every phase of life from the sweat-shop worker to the prize-fighter. Life there, says a writer in the New York *Times*, is unbelievably hard, and the people know about as much of the country of their adoption as the two whose cases are presented here:

> "One Italian woman, visiting a settlement-house, exprest her surprize at seeing floral decorations, and wanted to know how flowers could be brought from Italy while there was a war going on. Since the time she landed she had seen nothing of America but rows of swarming tenements, and she did not know that flowers grew here. Then there was an army man from the same district. A book had been loaned to him by the American Library Association. His letter of thanks ended with: 'Wouldn't it be fine if there was a place back home where a fellow could get books like these to read!' And this soldier had lived on the East Side all his life within two blocks of a public library!"

The Tompkins unit is not enrolling these people in "Americanization" classes, or "endeavoring to change their ideas by telling them that this is a great and wonderful country," but it is simply getting them to come to the club-house and then letting them work it out in their own way.

> "To-day the gangs that used to hang out on the street corners and in the back rooms of saloons in the neighborhood have transferred their headquarters to the club-house.
>
> "First came a pioneer group—'taking a chance.' They found it pleasant. Quickly the good word was passed around that there was no bitter pill here under the sugar-coating of baseball and dances—no string, in other words, to the advantages offered. After that the unit had easy sailing.
>
> "There are now eight of these block clubs meeting there every week. They elect their own officers, harangue about anything they please, and plan their own activities. Nothing is undertaken at Tompkins Square unit that is not suggested and asked for by the men themselves. Not once has the word 'Americanization' been allowed to intrude itself, yet they have mapped out a fall program more ambitious than the most enthusiastic Americanization fan would have dreamed of proposing for them. Included are classes in English and mathematics, instruction in painting, proposals for the improvement of sanitary conditions in the district, lectures on music, drama, and literature, besides ambitious plans for athletic and social activities.
>
> "Tompkins Square unit is working on the principle that the way to interest these people in becoming Americans is by showing them what the real American is like; that the way to make them into good citizens is not to hand them naturalization papers and give them the responsibility of the ballot, but to give them a job their own size. Their duty as citizens, Dr. de Porte believes, should begin with determining the fate of their block rather than that of the whole country. They know what the block is, and they can be made to understand that if it is littered with unsightly tin cans, papers, and rubbish it is their own fault. Larger issues will come later with larger vision."

"Block pride" is seen to develop quickly among those who meet at the unit. During the war this sentiment was one of the outstanding signs in the foreign quarters that the people were Americans in their loyalty to the great cause. Whenever a block service-flag was hung out it was accompanied with patriotic demonstrations. Now the same spirit is turned to practical ends:

> "Block loyalty, mixed with foreign warmth of temperament, engenders many a hot argument at club meetings as to which neighborhood is cleanest and best. Through these discussions, however, the men are finding out what is wrong with their particular block. Their ideas of improvement are still hazy, but they have at least definitely exprest dissatisfaction with existing sanitary conditions in the tenements and have voted against the custom, especially prevalent among the Slavs of the East Side, of using bedrooms in shifts.
>
> "Plans are being considered for organizing each block, and having a captain at the head, to see to it that every tenement is kept in good order, inside and out. In fact, left to themselves in the working out of their own ideas, the clubs rapidly get over their initial inarticulateness and begin to discover what they want to do.
>
> "Many of the aliens have a passion for music or painting. So great was the eagerness shown for instruction in the latter art that Director de Porte has interested the painter Salvator Anthony Guarino and other well-known artists in a plan for taking a class out on sketching trips in the vicinity.
>
> "Reference has been made to the classes in English and mathematics being planned for the fall. The need of English instruction developed itself unassisted in the club meetings, a number who spoke only broken English discovering that they were at a disadvantage. One club member needs a working knowledge of mathematics in order to get on in his trade and he is going to have special coaching. Recently a group of girls came to Dr. de Porte, complaining that they were being neglected and asking that a crochet class be formed. Who does not know of the yards of honest, hand-made crochet lace used on foreign petticoats, or the wonderful wheels and squares, patiently made, one by one, and joined to form the fancy bedspread displayed in many an East-Side home? Dr. de Porte gravely promised not to turn a deaf ear to their petition, and said that, if necessary, he was prepared to learn the gentle art himself, so that he might teach it to them.
>
> "Baseball, dances, camping trips to near-by spots, such as Bear Mountain, have been planned by these foreigners without a word of suggestion or advice from the directors, except when it was definitely asked for. All their activities have been started on their own initiative. Kept contented during their leisure hours, through their own efforts, the attitude of these men toward the country of their adoption is rapidly changing."

The finish of the war has created a new attitude among hosts of the foreign-born toward their adopted country. When Dr. de Porte first got in touch with returned soldiers "he felt they were in a bad way":

> "Preliminary to organizing the unit he canvassed all the ex-service men in the district with the idea of getting generally acquainted. He found that pretty generally there were bitter feelings against the Government. Some had what appeared to be real grievances, others were merely influenced by some one else's attitude. Among others there was Antonio, called Tony by his friends. This young Italian did not press his claim to exemption on being drafted because he thought the Government would take care of his mother, whose sole support he was. He returned to find that she had died of influenza and had suffered from want during his absence, because the Government had sent her no money. The grudge that this young soldier felt toward this country probably infected many others.
>
> "Instead of arguing with those who express dissatisfaction, Dr. de Porte invites them to get together with others and come to the club and talk things over. There is never any hint at suppression. The Tompkins Square idea seems to be to let the people themselves work things out; it is opposed to the idea of exercising control. It makes no attempt to have English force-

fully displace the native tongue or to change the habits and customs which these people bring with them from European countries. On the contrary, it believes that by bringing them in touch with that which is truly American they will find out for themselves where their habits are at fault, discover where they are lacking, and set about remedying the fault and supplying the deficiency. All roads still lead to Rome, as the classes in English quickly and spontaneously asked for in the Tompkins Square unit would seem to prove."

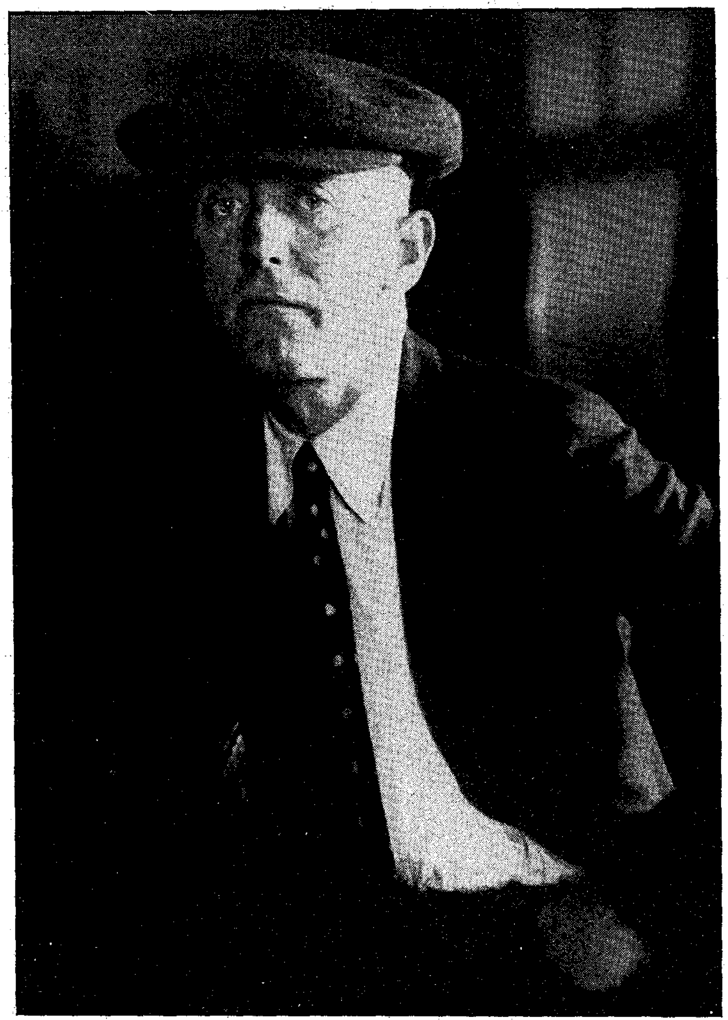
THE ACTORS AS A LABOR ORGANIZATION

If ACTORS HAVE BEEN MODEST in their demands upon the managers, tho they have led a paralyzing strike to obtain that little, the managers have gone them more than one better. A new contract, "surpassing the wildest dreams of the Actors' Equity Association," in the phrase quoted as used by Mr. Louis Mann, was offered at a meeting of the mediating society known as the Actors' Fidelity League by Mr. George M. Cohan. This famous "Yankee Doodle" comedian, who has never done anything by halves, also offered $100,000 in his own behalf as actor and ex-member of the Producing Managers' Association. Having become an actor again, he was elevated to the presidency of the Fidelity League, but his reference to the real bone of contention, the manager's refusal to recognize the principle of collective bargaining, reveals an unyielding stand, and the new contract hangs fire. "We all know what we want," said Mr. Cohan, as quoted in the New York *Sun*, "it's the theater and a return to the old days. . . . We must have friendly relations with our managers and our associates, and we want no weapons over our heads." As these words are written the membership in the Actors' Fidelity is reported as around 2,500, while the Equity is a little below 8,000. The "robust assertion of their rights has a greater significance than the simple one of attempting a more equitable arrangement between worker and employer," says Rebecca Drucker in the New York *Tribune:*

"It has its spiritual significance. It is a democratic impulse to which the art of the theater can not fail to be sensitive. The indignity of depending on any one man's goodness of heart for elementary justice has undoubtedly had its demeaning effect on the actor and in turn on the whole work of the theater. How could you expect a virile and noble art to flourish among people who do not resent such servility? How could you expect to draw into the theater under such conditions the people of vigor and imagination who are its life? Whether they win or lose, the strike will have served to take the actor out of the isolation in which he has lived so long; it will have given him a sense of common impulse with a larger and more struggling world than he has been aware of. And, most valuable of all, it is a ratification in art of the spiritual quality of labor."

Tho the subject was treated in our issue of August 30, the strike, while offering daily changes of aspect, also becomes clarified, in its essentials, in the public mind. What is chiefly notable is the affiliation of the Actors' Equity Association with the American Federation of Labor, and the consequent merging of the interests of industry with what has long been looked upon as an art. From this point of view Miss Drucker reviews a little history:

'The Actors' Equity Association, which started, with its aims somewhat timidly defined, six years ago, was at first a body that aimed by conciliatory and persuasive means to urge on managers a fair consideration of the actor's side of the business. It probably never saw itself taking so determined a stand as it has, and its shrinking from any actually aggressive policy is best shown by the fact that it did not affiliate itself with the American Federation of Labor until three weeks ago. It hoped to the last to be able to retain some shreds of gentility, but in a world that seems chiefly concerned with casting its gentility overboard as fast as possible, it has finally found courage to make a whole-hearted break. When the organization was formed six years ago it met with the United Managers' Protective Association to draw up the standard contract which embodies its principal demands. The United Managers' Protective Association was an organization composed of perhaps 1,500 men connected with the business side of the theater in every part of the country. These were theater managers and owners, booking agents and producers, and the aim of the organization had been originally to present united opposition to any legislation hurtful to the theater. The Actors' Equity Association dealt with delegates from this organization, and a board, consisting of one member from each association and one impartial outsider, was provided to sit in arbitration of disputes arising from breaches of contract. The term for which the standard contract was drawn expired several weeks ago, and when the Actors' Equity Association asked for a renewal they were advised that the United Managers' Protective Association was no longer empowered to deal with the actors. An organization of the forty men who produce plays in this country, the men who do the hiring, had been formed, and the new contract would have to be taken up with them. The conference between that organization and the Actors' Equity Association resulted in the disagreement which is the basis of the strike. It was the apparent hopelessness of reaching a conclusion that finally forced the Actors' Equity Association to affiliate itself with the American Federation of Labor—a very shrewd move, indeed.



Copyrighted by the Press Illustrating Service.

PRESIDENT OF THE ACTORS' FIDELITY LEAGUE,

Mr. George M. Cohan, who has resigned from the Producing Managers' Association to guide the forces who hope to reconcile the warring factions.

"The spirited quality of the opposition which actors have put up has surprized no one more than themselves. And in the face of the traditional submissiveness of their class it is a courage which deserves very high praise. This tardy display of spirit no doubt owes its inspiration largely to the strike of English actors which occurred last winter. In spite of a long-standing antagonism between them, the respect of American actors for

English actors is very great, and the fact that English actors cast overboard their individual pretensions and quirks of temperament in the cause of their common welfare did much to hearten American actors to a similar stand. The British demands were far more sweeping. Among other demands were included half-pay for all rehearsals, the affixing of a positive date of production to all contracts, and even pay for time lost because of illness—a consideration simply unheard of in the theatrical business."

The newspapers still discuss the strike with a light heart, seeming to take it as an affair got up for their amusement. Of course the actors have seen to it that the public haven't been bored even tho they have found the theaters closed. The combat has been waged with barbed tongues, as *The Nation* (New York) shows:

"Prominent actors have gone on picket duty, adopting a weapon far more terrible among actors than among garment-workers, the social 'cut.' It operated so virulently on Kenneth Douglas, the English comedian, that he was compelled to join the Equity, and it forced Eddie Cantor, before he finally went on strike, to say plaintively: 'Mr. Ziegfeld and Mr. Erlanger are fine men, and they pay me a lovely salary, but they don't associate with me. The people who associate with me call me "scab."' Recriminations were hurled by both sides, the managers remarking that they were interested to see that the actors had alined themselves with hod-carriers. To this an actor replied that 'at any rate, hod-carriers rise.' Arthur Hopkins said that the Equity deprived the actor of his own responsibility, to which his friend, De Wolf Hopper, retorted that a manager forfeited the $10,000 posted with his organization 'if he used an Equity handkerchief.'"

The Lexington *Herald*, tho far from Broadway, finds the fun fast enough to enjoy, "despite the very real earnestness" of some of the strike-leaders. In fact, it relies on the actor-temperament to lose the strike for themselves:

"The 'stars,' fed up with their ideas and ideals of temperament and Art, will not long engage with the 'sordid' business affairs wrapt up in a strike, while the others—there are few of them in a position to live many weeks without work. And the footlight vacation season is just ending.

"Since we are in no danger, therefore, even of losing our entertainment, we can sit back and enjoy the strike to the fullest. We have had so much of railroad strikes which stopt travel, miners' strikes which stopt heat, telephone strikes which stopt talk, that the sensation is unique. It is like a free ticket to an expensive show."

Financial America (New York) rather resents the actor's taking off the cap and bells, and reads him a severe warning:

"For the actors the public has a kindly paternalistic feeling. They view them as wandering minstrels who add to the world's gaieties. A good, natural lot of grown-up children who choose to make us happy by mimicry, and thereby earn their pittance. When they announced that they had become members of the Federation of Labor they somehow shattered our illusions. Art and the horny hand do not line themselves up in the minds of men. The rollicking, flashily drest vaudevillian left us under the impression that his forte was amusing the public, his ambition to please, his greatest glory applause. By associating himself with labor, his mercenary side came in to view. He came down from the pedestal we had placed him on. Now he is on a par with the other hired men. The public views him as a paid employee. If he finds in his quest for sympathetic support that his audience has turned cold, the blame is his own. He has made his art a matter of dollars and cents. The public is fast realizing it. The outcome will be that only those who deserve it will gather the reward.

"Managers and actors are lined up in a struggle for the public's money. We may remind them that there are others in the race, many of whom have a long start. The burden, already too heavy, can not be added to by funmakers, for amusements are luxuries which we can do without. If the strike is prolonged enough it might give us a habit. So, playmen, look out!"

Striking tactics were threatened by French actors, who seem to have decided to follow in the footsteps of their American brethren. The Federation of Theatrical Employees in Paris are leaders of this revolt, which, according to cable dispatches to the New York *Sun* (September 1), bears many resemblances to our own:

"The actors have joined the electricians in a demand for more pay, giving the increased cost of living as the reason.

"The managers have replied that they will only deal separately with the different unions. Threats on the part of the managers to declare a lockout resulted in an uprising of the entire theatrical association, which declared that the managers would have to pay full salaries for the period of the lockout. The public appears to sympathize with the actors.

"The actors' strike in New York has had the effect of consolidating the union between the actors and other professional organizations here."

FRENCH ARTISTS UNIONIZING

TRADE-UNIONISM IS IN PROSPECT for all the arts in France, so our actors may console themselves that they may soon have plenty of fellow artists fighting in the name of their cause. In Paris the high cost of everything an artist or writer needs is driving him to take some means like collective bargaining to escape extinction. Not long since we read that Paris would be the future bourn of the student, since none from an Allied country would go again to Germany. Those already on the ground, however, are blue enough over the present conditions to predict even the passing away of Montparnasse and Montmartre as centers of student life. Such is the picture presented by Sisley Huddleston in the London *Daily Chronicle:*

"Often the artist is poor, and he is hit very badly not only by the increased cost of living, but by the higher price that is demanded for the tools of his trade.

"From these two districts of Paris I have received a great number of complaints from my poor artist friends. How are they going to begin again, they ask, when paints are so expensive? Before the war their stock in trade was an item which they need not seriously consider. Now a piece of canvas has augmented in value to an unheard-of extent. Oil colors and artists' material in general stand at an impossible figure.

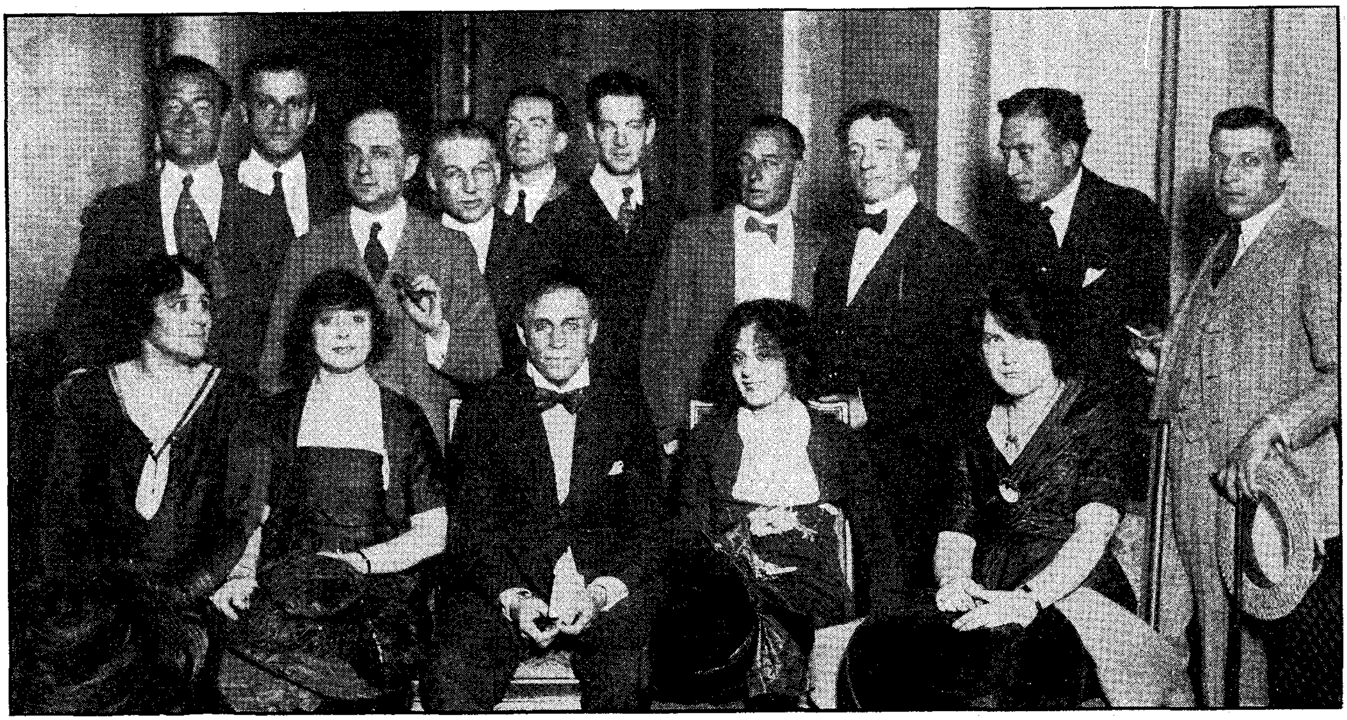
"Add to this the fact that an *atelier* can not be had except at a rent which is prohibitive, and you have some idea of the perturbation that is experienced in the artistic circles of Paris. Many of these young men and women are, of course, French, but it is a cosmopolitan world of art in which English and Spanish and Italian and American painters meet in happy confraternity.

"The case of the sculptor is even worse. I know a young Italian who is just beginning to 'arrive.' He has just been compelled to pay over 6,000 francs for a block of marble which would probably have been obtainable for 1,500 francs some years ago. In order to execute such orders as he has he is obliged to pay a workman £8 a week. He manages to keep going, but what of his penniless comrades who are just beginning again after the war?

"No wonder that they are talking of forming a trade-union of artists. Exactly what they would do if they were banded together, against whom they could revolt, is hard to see. The same desire to form trade-unions is to be found even among the writers and 'intellectuals' generally. In a famous café of the Quarter poets and novelists have held many meetings. It is useless to point out that there can not be an eight-hour day for the poet. It is wasting words to suggest that the novelist can hardly go on strike. In spite of these obvious truths they want to join the Confédération Générale du Travail.

"The decision of the publishers to raise the selling-price of books from 3 francs 50 centimes to 7 francs is no doubt commercially justified, but from the point of view of the young French writer it is disastrous. How is he going to make himself known? Who will buy his books? The public can deprive itself more easily of books than of sugar, and doubtless will not care overmuch. Such authors as Anatole France, Henri Bordeaux, and Maurice Barrès will always find purchasers, but the little community at Montparnasse and at Montmartre, who work conscientiously and who hope some day to find their merits recognized, are plunged in consternation. For them the book at 7 francs is the end of all things.

"If Paris really finds its artistic and literary centers wiped out it will, indeed, be a strange Paris. Doubtless many of the members of the little coteries are without great value, but it should not be forgotten that out of them emerge the men who keep the French spirit alive, who carry on the torch of European civilization. It is a grave matter, not only for them but for the world."



Copyrighted by Underwood & Underwood, New York.

SOME LEADING ACTORS NOT ALLIED WITH THE EQUITY.

The Fidelity Board, who are credited with gaining from the managers the contract which Francis Wilson declares "omits the one important thing that would make it worth while—the power to enforce it." From the reader's left to right, sitting: Gladys Hanson, Marjorie Wood, Louis Mann (vice-president), Lenore Ulrich, Eileen Huban. Second row: Lowell Sherman, Arthur Ashley, W. H. Gilmore, Fred Carr, Lester Lonergan, Alan Dinehart (secretary), William Collier (treasurer), Howard Kyle, Tom Holliday, Jose Ruben.

FUTURE EXTINCTION OF YIDDISH LITERATURE

YIDDISH LITERATURE would seem to have a harder fight for life than almost any of which we know. Subjected to the tests that control the vitality of other literary expression, it also has those peculiar to itself with which it must contend. If the Eastern Ghetto should finally disappear, and this is not a long-distant possibility to Mr. James Fuchs, who writes in the *American Hebrew* (New York), Yiddish literature, he thinks, would lose its main prop of life. It is not enough to judge the work of these mixed Hebrew people by the standards of pure classics like "The Song of Songs" or of modern pictures of Jewish life like Zangwill's. "The Song of Songs," he eloquently says, "will die when the surface of the earth becomes too chill for the mating-cries of animals in the spring." Zangwill's novels and stories of Gentile-English life are one and all forgotten a few years after their publication; but "Zangwill speaking of the Ghetto makes mankind listen and ask for more—a man of genius is speaking about his own world." The former are "only semisincere because they are only semiauthentic." Mr. Fuchs writes:

"The main claim to distinction of Yiddish classics is undoubtedly their sincerity. Whatever else they are, or are not, they certainly are sincere. They speak throughout with candor, insight, and authority of men and circumstances actually seen and understood, of the raw material of their own lives, of the people who molded their lives into shape and left an impress—and of nothing else. But if they are amply endowed with sincerity, they have no simplicity—because the annals of the poor, whatever the poet may say, are not simple—certainly not the annals of the Jewish poor of the Eastern Ghetti.

"For intricate complexity, especially on the emotional side, these lives are standing probably unparalleled in the records of human group-life. Almost everything they say, do, or feel has a long traditional and environmental history behind it and can't be understood without that history. The lateral boundaries, so to say, of Yiddish immortality are therefore coextensive with the reach of Yiddish. . . . . . .

"Allowing then for human boundaries, including Ghetto-Jews and their children and excluding all others, the question arises: Will the longevity of the Yiddish classics prove strong enough to reach the grandchildren of the Ghetto—those who have never seen the inside within its walls?

"The answer is not very reassuring. The eternal themes of mankind, wherever they appear in Yiddish literature, are too heavily overlaid by the purely environmental, the provincial, and the accidental, to keep the literary output of the Ghetto eternally fresh and sweet. A certain amount of localism is necessary even as a preservative of universal appeal. But the strong human elements of Ghetto literature are submerged below the cold lava of quaintnesses of strictly limited appeal."

Other factors than these strongly tend to the same ends:

"There is, for instance, that besetting sin of all Yiddish letters—an intolerable wordiness which will repeat, unabashed, the same thing half a dozen times over, with a very slight change of verbal arrangement. Such stories and sketches do not even attempt to focus life—to illuminate by concentration. They simply copy verbatim the aimless garrulity of the Ghetto streets and shop-counters—they load the reader down with haystacks of empty verbiage, inviting him to seek the proverbial needs of a *Leitmotif*. This is done in the name of a mistaken realism and of a misconceived 'truthfulness to life.' It is sure to make for perishableness in time to come.

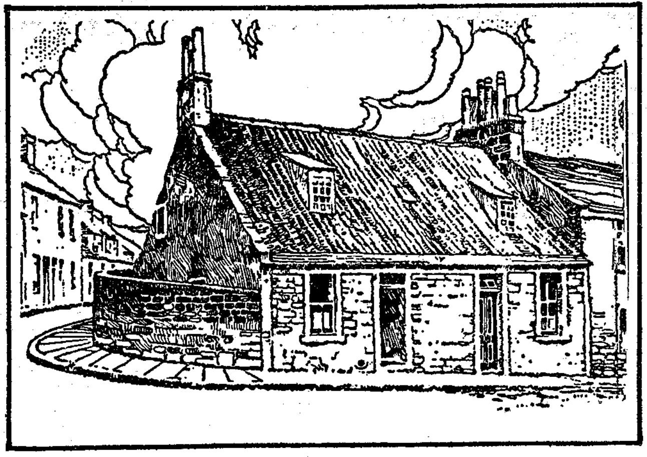
"Again, there is that delight which Yiddish classical writers take in *the confidential understanding existing between themselves* and their readers. The unwritten motto of their work is: 'You understand and I understand, and it's nobody else's business.' This coterie-allusiveness creates a very strong bond between author and reader as joint sharers in social family secrets. Through it the relation of author and reader becomes very close—but at the same time intense familiarity bars the extension of a reading circle to international proportions. At least one-half of all the Yiddish classical writings are untranslatable. The other half circulate, in English-reading countries, in pitifully resourceless and inartistic translations. It is the Ghetto only which will have to bear the burden of transmitting to its own posterity the fame of its early literature.

"The question, then, regarding the probable longevity of Yiddish literature resolves itself into another: How long will the Ghetti of the East last? Whosoever prognosticates the long-continued existence of the Eastern Ghetto predicts long life for their literary protagonists. But he to whom the Ghetto walls are tottering, in his vista of the next two decades, must look upon the literary micrologies of its daily life as a tale that is nearly told."

RELIGION-AND-SOCIAL-SERVICE

ANDREW CARNEGIE'S RELIGION

MR. CARNEGIE SEEMS NEVER TO HAVE BEEN a church-member, and at the time of his death it was published that even his widow could not tell if he had any preference. The funeral ceremonies were therefore a composite of the Presbyterian and Congregational rituals, tho the Universalist church, to which he was at times an attendant, claims him as an exponent of the fundamentals of its creed. "His connection with the church of the Divine Paternity in New York may have been very largely personal," says *The Universalist Leader* (Boston), "but it is pleasant to trace the connection between many of his great benefactions and the spirit of brotherhood, for which that church, under its various ministries, has stood." The Brooklyn *Eagle* takes the line of Abou-ben-adhem—"Count me as one who loves his fellow men," as perhaps the best formulation of the creed that Mr. Carnegie preached and practised. It goes on to quote a passage from his "Gospel of Wealth," showing that "the philanthropist, tho keeping his own mind fixt on practical and more or less material problems, realized the charm of devotionalism in the Church":



Courtesy of the Century Company.

MR. CARNEGIE'S BIRTHPLACE IN DUNFERMLINE.

Where he lived till the age of thirteen.

"Once within its massive circle, its denizens live there an inner life more precious than the external, and all their ways are hallowed by the radiance which shines from afar upon this inner life, glorifying everything and keeping all right within."

St. Thomas à Kempis might have written those words, observes the writer in *The Eagle*, adding that "often and forcefully Mr. Carnegie wrote and spoke of the usefulness of the Church to civilization, of his own faith in an overruling Providence. Without that faith his life could not have been what it was." A passage from one of these addresses, the one given by Mr. Carnegie at the opening of Carnegie House in Northampton, Mass., in April, 1905, is quoted by the Rev. Martin K. Schermerhorn in a letter to *The Christian Register* (Boston). It exhibits this universalism in these words:

"I look forward to the time when a community like this will have no fundamental differences; when instead of having different denominations, you will all come to see that the theologies are many, religion in its essence is one, and agree to come together as one united body, striving one with the other for the general good; so that in regard to the things of this world, being of one mind, you may also be of one mind with regard to the fundamental elements of those things of the Spirit about which men to-day differ and divide into sects—all traveling the same road."

Mr. Schermerhorn adds this interesting note:

"Two weeks later, on April 26, was publicly announced the gift of $10,000,000 to provide annuities to college professors, an express condition of which was that no sectarian institution or person should derive benefit therefrom. The same condition had been made relative to the numerous Carnegie libraries and similar benefactions. A main object of all Mr. Carnegie's benefactions is to establish universal religion or a world-wide spirit of catholicity."

A further light upon Mr. Carnegie's attitude to denominationalism is furnished by the editor of the Baptist *Watchman-Examiner* (Boston):

"Mr. Carnegie was not a churchman. Despite his high moral character and his generous impulses, he made no public profession of allegiance to the world's Savior. What transactions took place between this man and his God the world does not know. Now he is in the presence of that just and merciful God.

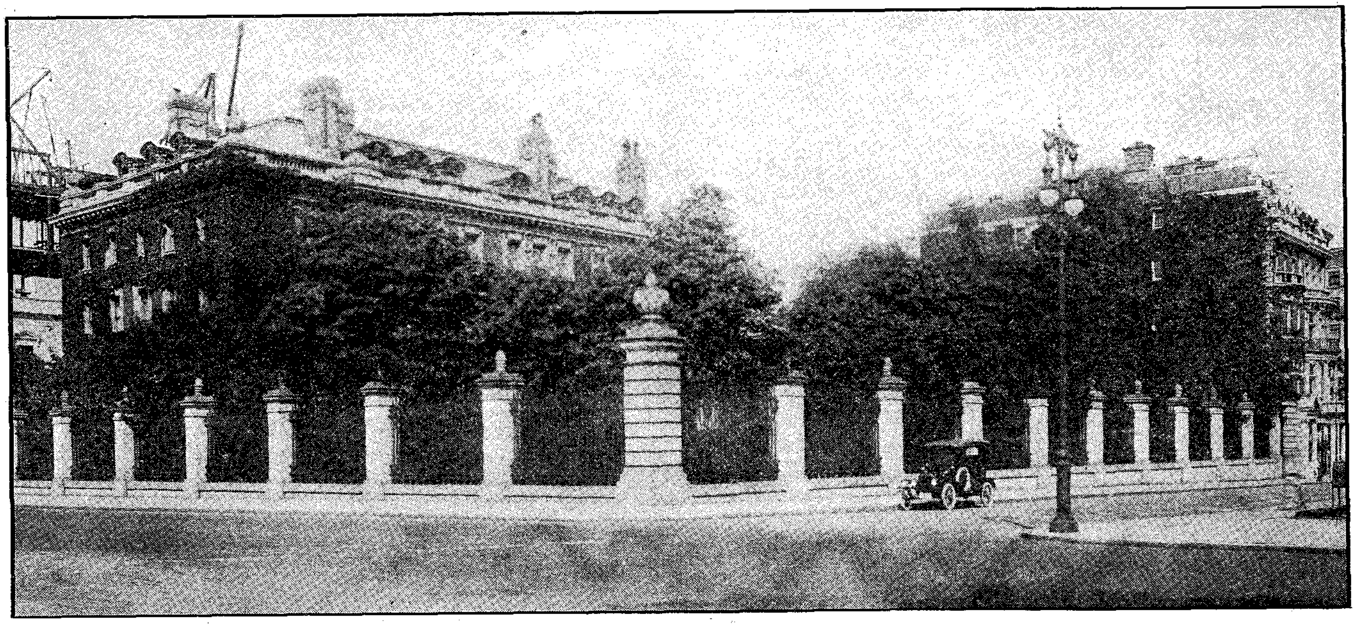
"Why was it that Mr. Carnegie was not an outstanding Christian man and a Baptist? The writer saw Mr. Carnegie several times, but only once did he have the privilege of conversation with him. That was an experience which we shall never forget. It was at a dinner given by Mr. Carnegie in his New York City mansion. A friend mentioned to Mr. Carnegie that the gentleman about to be presented was editor of *The Watchman-Examiner*, 'the Baptist paper.' Mr. Carnegie grasped our hand and said: 'I am very glad to meet you. You will be interested to know that my mother was a Baptist.' We exprest our great interest, and with a twinkle in his eye he said: 'It was when I was a little boy in Scotland. I might have been a Baptist myself, but you know the water is pretty cold in Scotland.' We were not willing that even Mr. Carnegie should joke in our presence about baptism, and so we changed the conversation by saying: 'Well there was always something nice about you that could not be accounted for, and now it turns out that you had a Baptist mother. That explains everything.' Mr. Carnegie laughed heartily, and others took our place before our host."

The Catholic News takes it as a Protestant trait that mystery should have surrounded Mr. Carnegie's profession of faith at the time of his death. It voices its amazement therefore:

"That a man should live to be more than eighty-three years of age, be a public figure on both sides of the Atlantic, possess great wealth, be married, have a wife and a daughter, and have his name stamped on hundreds of buildings, yet be so unexpressive on religion, so inactive in direct religious participation, that his own wife could not tell what shade of belief the man held is an extraordinary fact. Most Scots have set opinions and beliefs upon religious matters. The Scotch fought against having the Established Church of England made the Established Church of Scotland, and won their battle. The differences between the Old Light Presbyterians and the New Lights were sharp and rigid. Religious controversy, and keen distinctions in definitions and practises, in logic and metaphysics, are matters in which the Scotch excel.

"But the twentieth century, in America, furnishes the world-known Scot whose religious faith could not be determined from his life, his acts, or his 'papers.' It is a marvelous testimony to the religious indifference that characterizes most of the great mass of Protestants of to-day."

The publication of Mr. Carnegie's will shows that he practically had achieved his life's purpose in dying poor. Many had believed, and the statements were published wide-spread at the



Copyrighted by the Press Illustrating Service.

MR. CARNEGIE'S FIFTH AVENUE HOME,

Where the chief sign of the multimillionaire is the precious plot of ground devoted to a garden.

time of his death, that, vast as his gifts had been, his residual fortune equaled them. He died possest of but twenty-five to thirty millions, however, all of which was designated, by will, for distribution in some form of charity. His benefactions in life have been estimated as more than $350,000,000. "The Scriptures reckoned that a tithe squared accounts with Heaven," says the New York *Tribune*; "here was a man who tithed himself nine times." The belief underlying these benefactions is brought out in an article by the secretary of the Carnegie Foundation, Mr. Clyde Furst, in *The Evening Post Magazine* (New York):

"In 1889, at the age of fifty-four, he published an essay which, at the suggestion of Mr. Gladstone, was given wide circulation under the title of 'The Gospel of Wealth.' On the text that riches are 'only a sacred trust to be administered for the general good,' he argued briefly that wealth comes from and should return to the community. It arises only partly from labor, discovery, invention, individual ability, and enterprise; it is due primarily to the increasing demands of an increasing population. Meanwhile the distribution of wealth lags behind the improvement in the hours of labor, wages, and the general condition of wage-earners. The community, therefore, should enforce progressive taxation, concluding with practically confiscatory death duties, thus both claiming its own and persuading the rich to employ directly in distribution the activity from which the community has already profited indirectly through their accumulation.

"'This, then, is the duty of the man of wealth: To set an example of modest, unostentatious living, shunning display or extravagance; to provide moderately for the legitimate wants of those dependent upon him; and, after doing so, to consider all surplus revenues which come to him simply as trust funds, which he is called upon to administer, and strictly bound as a matter of duty to administer in the manner which, in his judgment, is best calculated to produce the most beneficial results for the community.'

"These ideas were by no means new, but they had never before been enunciated so definitely by so rich a man, and no one ever carried them out with equal consistency."

Radical as Mr. Carnegie's views were among the possessors of great wealth, their radicalism is overtopped by *The Christian Century* (Chicago):

"When he was at the height of his influence in the business world, the creator of millions and of millionaires, he began to feel with increasing sensitiveness the pressure of public opinion against the accumulation of immense fortunes. He had not advanced far enough as yet to perceive with the conscience of to-day that the actual gaining of such an immense sum is of itself an immoral thing, involving as it does manifest injustice to the social order that makes it possible and to the men and women who assist in the process but share only meagerly in its results. But he was far enough advanced in his reflection upon the obligations of wealth to perceive that fortunes so gathered can not in the fullest sense belong to the man who has been clever enough to secure them. They are in reality the possession of the community in which they have been made. With that thought in his mind, and in some fear that he might have seen the truth too late to organize it into his program, he set himself to the distribution of his fortune, conscious that the giving away of money is one of the most dangerous and delicate of operations. It is quite likely to do greater harm than good."

WHAT THE CHINESE LEARNED IN THE WAR—How the Chinaman was imprest in France is a question that Christian missionaries to China are trying to solve. Evidences are not wanting that a reactionary sentiment has sprung up in some minds coming in contact for the first time with Western civilization. The war has had a disillusionizing effect. On the other hand, Christianity has gained some converts. *The Missionary Review of the World* (New York) presents the situation:

"It would be impossible to take 140,000 Chinese out of their native surroundings and transplant them in France without producing a decided effect on the life and thought of the coolie laborers and upon their people at home. These labor battalions were distributed in some 240 centers, helping to prepare camps, make roads, work on railroads, etc. Some forty British and one hundred and nine American and Chinese Christian workers connected with missionary societies and the Y. M. C. A. in China were appointed to work with these Chinese laborers in France. They conducted welfare work, educational classes, athletics, entertainment, and religious meetings. Only 20,000 of the Chinese have returned home, leaving nearly 120,000 in France to help obliterate the evidences of the war and to reestablish French farmers.

"Recently some sixty-nine of the Christian workers met to consider what phase of the work among the Chinese must receive the most emphasis, how the results of the work in France can best be conserved when the coolies return home, and how education can be given to the mass of these laborers in their own land. The effect of life in France has been in some cases to disillusion the Chinese, and cause them to feel that their own Confucian ethics and ideals are better than the form of Christianity they have seen in Europe. As an evidence of this, many who cut off their cues on sailing for France have begun to let them grow. On the other hand, many have become Christians, and have asked to join the Christian Church. As the nearest approach to this in France was the Y. M. C. A., their names have been taken on cards and sent to the missionary workers nearest to their homes in China. The American Board has released one of their leading Chinese Christian workers to conserve the fruit of the Christian work in France. Some thirteen of the Chinese young men have declared their purpose to devote their lives to Christian service on their return to their native land. There is still a large opportunity to influence these coolies who remain in the war-areas, and there is reason to hope that their influence will be to strengthen the Christian Church when they return home."

HOW MANY BIBLE-READERS HAVE WE?

HOW MANY PEOPLE among us read the Bible? A British authority limits the number in the United Kingdom to somewhat less than two thousand, yet the population is forty-five millions. Perhaps his qualification of "intelligent" readers imposes a strict revision of his classes; but, without cynicism, he maintains that if you so qualify, you will get only about one in twenty thousand. This result must be taken "as descriptively, not mathematically, accurate." The writer expressing this judgment is only mentioned as "Canon X," but he is described as "a high authority on religious influences and teaching." His method of determining is by applying certain divisors, the first of which is the number who hear parts of the Bible read to them on Sunday. These, excluding children, are put down as five million. "This number we must divide by ten to reach those who pay any real attention to what they hear read, so as to insure a durable impression." Half a million remain. Another division by ten gives "those who read any one book, not merely attentively, but consecutively." "Scrappy readers" are thus ruled out. The Canon, whose views are presented in the London *Daily Chronicle*, thus deals with this class of Bible-readers:

"Some thirty years ago it used to be the practise of many families to read a chapter of the Bible every day at family worship. I am sure the custom, which had some good influence not wholly unmixed, is not so prevalent as it used to be. . . . . . .

"Whatever be the number now who conduct family worship of the old type in Scotland, England, Wales, or Ireland, I refuse to count many of them among those who read the Bible intelligently. Putting aside for the moment the bigger question of the relation of the parts of the Bible to each other, which is of cardinal importance, as I will show, I contend that the reading of chapters of books, or parts of chapters, each day as a routine tends almost irresistibly to produce wrong impressions of the meaning even of a single book. Take, for example, the letter of Paul to the Galatians. It must be read as a whole to understand the meaning of any sentence in it. And so with the other books or letters. . . . . . .

"I do not say that no one should read a bit of one of Paul's letters. What I do insist on is that the reading of any one bit should be governed by the dominant idea that the letter is a whole, and that it was designed to deal chiefly with one or two specific phases of early Christian life, or a few particular obstacles that were being encountered. Explanations of the kind are now, I admit, frequently made in many churches, but they are not sufficient to overcome the strong habit and attitude of mind that were produced by the belief in verbal inspiration, once almost universal—a belief which tended to deify the bits of Scripture and to make all bits of equal value. Therefore I persist in asking you to divide the number of mere attentive readers by ten, to get at those who have a chance of becoming intelligent readers."

The number brought down to fifty thousand is subjected to further division by raising the test of who have an intelligent conception of what is called "the setting of the parts of the Bible":

"I know (I have been through the mill) it is the function of theological colleges to guide students, and through them the public, in this matter. Have they been successful? I fear not. I am not one of those who believe that the Bible or any part of it is very simple. There is a forcefulness in some of the more important books and a certain unity of thought which the plain man, approaching reverently and critically, should be able to appreciate; but explanations regarding the writer, the age in which he lived, and the people to whom he appealed, are absolutely necessary.

"My complaint against the theological colleges is that, while they attach secondary importance to these explanations, they have primarily sought to make the study of the books of the Old and New Testament dependent on theological doctrines, for the confirming of which, it is almost assumed, the books were written. And even the higher critics have not escaped this attitude.

"Take next what I would call the official and examinational treatment. Here I run up against the schools. There is no real reading of the Bible in the schools. I am sometimes tempted to say that there is little real reading of any good literature there. Look at our treatment of Shakespeare. If we strip off all our hypocrisies and resolve to tell the truth, what will be our answer to the question, 'Who reads Shakespeare?' Some day I may discuss that.

"Now, Shakespeare's plays are like the Bible in this, that they can not be understood without some explanation. Schoolmasters must help their scholars. But how few of them are successful! In nine cases out of ten the result of the teaching, and particularly of the examining, is to produce a real, but not confessed, estrangement from Shakespeare's works.

"Similar is the estrangement from the Bible. The Bible in school, especially the Bible when it can not be explained through a teacher who has deep conviction, is one of the causes of the disappearance of the Bible outside the school. There is one other factor—the falsifying effects of repetition. Continued reading of one set of words tends to take all meaning out of the words. Many texts have been rolled in the mouth until they have become absolutely meaningless. Good temporary correctives will be found by reading certain of the books, or all the books, in any foreign language which may be familiar, or by reading the editions of the New Testament in modern speech, some of which are very good.

"For the reasons I have given, I must ask you to divide by another ten. Thus we reach five thousand. Let me subject this number to the last and severest test of all."

This test involves the question as to what the Bible itself is:

"The reply of the catechisms is 'The Word of God.' I am not going to attack the definition, but I must tell you that even the most orthodox of the old school were compelled in practise to put in reservations. Let me attempt, not a definition, but a description. The Bible is a collection of books containing poetry, poetical history, poetical and ethical politics (in the prophetical books, for example), collections of proverbs, the civil, ecclesiastical, and ceremonial laws of the children of Israel, principles of ethics and a descriptive theology. It may be said that all combined are designed to reveal the will and the ways of God to man; but manifestly all the parts are not of equal value as guides to conduct in the twentieth century, and the relations of those of primary and permanent importance to those of secondary and transitional importance have not been defined. In consequence, confusion reigns, and the Bible has become to vast multitudes a cause of stumbling, and not a way to God."

The Canon stopt, and the interviewer was preparing to help him with his figures; but after two or three minutes' silence he went on again with great earnestness:

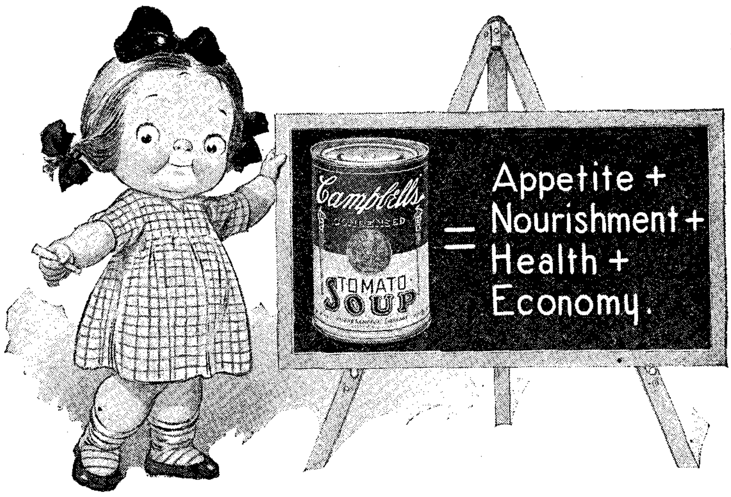
"This is not really a matter for cold calculation. The whole life of humanity is at stake. What real guidance have we in this life of ours? Christians accept the Bible and dispute as to what it means. During the Boer War President Kruger used to quote texts of Scripture on behalf of his war-measures, as Cromwell did of old. So did the Kaiser during the greater war that has just come to an end. A clear conception of the relation of the values of the Old and New Testament teaching is almost nowhere to be found. The one stands to the other as the nursery stands to the university, and we mix nursery and university inextricably.

"I gave as an example a Boer and a German leader; but the fact is we have all converted the Bible into a sort of fetish which we honor with our lips and treat with indifference in our outward actions."

The last stage in the division may be hard for the layman to apply, but the Canon says:

"If you put my last tests, What is the relation of the ethics and the theology of the Old Testament to the ethics and theology of the New? what is the real ethics of the New Testament, and to what extent is it dependent on the theology of the New and the Old (questions which must be answered, or, at any rate, taken into account before the Bible can be read intelligently, so that it shall be a reliable and not a contradictory guide)?—and if you take into account all the other divisors or factors and remember that they are inextricably mixed with each other, you will find that 1,350 is not an 'illustrative' underestimate."

"This pleasing addition just suits my ambition
I multiply *Campbell's* with pride
I'm ready for action at rapid subtraction
But, O, how I hate to divide!"


Campbell's
CONDENSED
TOMATO SOUP
= Appetite +
Nourishment +
Health +
Economy.

Simple Arithmetic

The distinct health-promoting qualities of *Campbell's Tomato Soup* are as plain and certain as two and two are four.

A delightful appetizer nourishing in itself, this wholesome soup also enables the digestive powers to obtain increased nourishment and energy from all you eat.

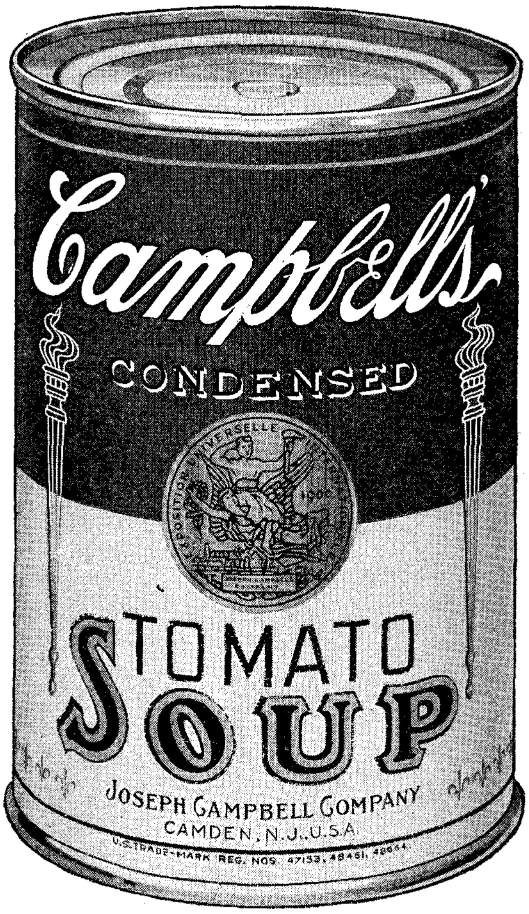
Just as certain, too, is the real economy of

Campbell's Tomato Soup

Compare the enormous price-advance of most food materials with the low cost of this tempting and sustaining soup.

Then realize that here is one of the most economical foods you can buy.

Order it by the dozen or the case and enjoy the full advantage.


Campbell's
CONDENSED
TOMATO SOUP
JOSEPH CAMPBELL COMPANY
CAMDEN, N.J., U.S.A.

21 kinds

Campbell's SOUPS

LOOK FOR THE RED AND WHITE LABEL

CURRENT - POETRY

THAT charming sage of all outdoors, John Burroughs, objects to the artificial quality of nature interpretation in much modern verse. It gives one the impression of land and sky seen through a window-frame and not actually met in close contact. In the lines on walking, in *Contemporary Verse* (Philadelphia), the poet convinces one of her actual experience of the road and its companionship.

WALKING AT NIGHT

BY AMORY HARE

My face is wet with the rain
But my heart is warm to the core,
For I follow at will again
The road that I loved of yore;
And the dim trees beat the dark,
And the swelling ditches moan,
But my heart is a singing, soaring lark,
For I travel the road alone.
Alone in the living night,
Away from the babble of tongues;
Alone with the old delight
Of the night wind in my lungs;
And the wet air on my cheeks
And the warm blood in my veins,
Alone with the joy he knows who seeks
The thresh of the young spring rains,
With the smell of the pelted earth,
The tearful drip of the trees,
Making him dream of the sound of mirth
That comes with the clearing breeze.
'Tis a rare and wondrous sight
To tramp the wet awhile
And watch the slow delight
Of the sun's first pallid smile,
And hear the meadows breathe again
And see the far woods turn green,
Drunk with the glory of wind and rain
And the sun's warm smile between!
I have made me a vagrant song,
For my heart is warm to the core,
And I'm glad, oh, glad, that the night is long
For I travel the road once more,
And the dim trees beat the dark
And the swelling ditches moan,
With the joy of the singing, soaring lark
I travel the road, alone!

The spirit of the road confronts us in another poem by this author as plainly as a living person.

THE OLD ROAD

BY AMORY HARE

Road like a vein,
Tell me, where will you take me
Beyond the broad plain?
Will you mend me and make me
The merry-eyed, cherry-lipped gipsy again
Who followed your turning
Through the jovial patter of rain
Or the sun's ruddy burning?

Will you give me your cloud-mottled hills
Where the wheat nods and billows;
The brook that a shallow pool stills
At the feet of the willows?
And show me the meadows that dance
'Mid the music of bees,
Or the shadows that hover and glance
To the laughter of trees?

Will you give me the longing for home
When the dark comes to daunt me?
The urge to go forward and roam
When the moon comes to haunt me?
The ricks in the gloom by the barn,
And the smell of the cattle;
The carters that pause for a yarn
Or go by with a rattle;

The hail and the halt, the good will
That they toss to the stranger?
The keen stabbing joy of the thrill
At the coming of danger?
Road like a warm living vein,
Tell me where will you take me,
Beyond the broad plain?
Will you mend me, and make me
The merry-eyed, cherry-lipped gipsy again?

Refreshing country air and stirring sunlight permeate Louise Driscoll's defense of the blue jay in *Contemporary Verse*. Incidentally, she may be said to make a very strong plea for her saucy defendant.

THE BLUE JAY

BY LOUISE DRISCOLL

Villon among the birds is he,
A bold, bright rover, bad and free;
Yet not without such loveliness
As makes the curse upon him less.
If larkspur blossoms were a-wing,
If iris went adventuring,
Or, on some morning, we should see
Heaven bright-blue chicory
Come drifting by, we would forgive
Some little sins, and let them live!

Verlaine among the birds is he,
A creature of iniquity;
And yet, what joy for one who sees
An orchid drifting through the trees!
The bluebell said a naughty word
In mischief, and there was a bird.
The blue sky laughed aloud, and we
Saw wings of lapis lazuli.
So fair a sinner surely wins
A little mercy for his sins.

No one with eyes to see can pass through city streets, especially in the crowded dwelling districts, without feeling emotions akin to those exprest in the New York *Times* in the following stanzas.

CHILDREN OF THE CITY STREET

BY AUGUSTA KORTRECHT

Ye children of the city street,
Who run to me with laughing cry,
Who run to me as I pass by,
And pluck my dress with courage fleet,
Then hang your heads, abashed and shy;
Ye children of the swarming way,
Whose world is dark and pinched and gray,
My heart beats quicker when you smile,
And walk with me a little while.

Pale blossoms, choked 'twixt brier and stone,
You reach to me as I pass by,
You reach to me, I know not why,
Who neither bairn nor flower have known;
For you I'd pillage God's blue sky—
The perfumed air, the golden sun,
The myriad stars—ay, every one
I'd give to you, ye bitter sweet,
Who bloom and wither in the street.

Oh, children of the cruel street,
So helpless and ashamed am I,
So weak to answer to your cry,
The bread I bring, or drink, or meat,
I bring no light from God's blue sky;
Ye children of the swarming way,
Whose life is starved and gloomy gray,
You stab me when you love and smile
And walk with me a little while.

A familiar subject, and a favorite one of poets and painters, receives fresh treatment in the New York *Evening Post* by D. B. Van Buren. The attic, that "dusky land of dreams," is a magic region for children and grown-ups, and it is from the view-point of the latter that we see it here.

IN AN ATTIC

BY D. B. VAN BUREN

Into a dusky land of dreams
The sunlight falls in moted beams
Where lie, in ordered disarray,
The relics of an elder day;
Dead scents of lavender and thyme
Still linger in the dust and grime,
While through the sleepy afternoon
The wind intones a quiet tune,
Whisp'ring of long-forgotten things—
The wind that round the attic sings.

And as it pipes its world-old song,
Pale shadows rise, a fantom throng
Of quaint, fantastic belles and beaux
Who lived and loved long, long ago;
The shattered mirror's dusty face
Reflects a spectral beauty's grace,
While stretched across two armless chairs
A grim old codger writhes and swears;
A testy sufferer, no doubt,
From twinges of a ghostly gout.
Such visions of the past it brings—
The wind that round the attic sings.

Deep hidden underneath the eaves,
Where his frail home the spider weaves,
An old worm-eaten cradle stands,
Carved by unremembered hands;
And filtered sunbeams softened fall
Where bends the fairest face of all,
Lit with immortal radiance.
Defying death and time and chance,
And as the zephyr passes by
It croons an ancient lullaby,
Soft as the sweep of angel's wings—
The wind that round the attic sings.

Yon antique spinet's chords are hushed,
Its vibrant strings together rust,
Voiceless and mute, the silent keys
Echo no more love's harmonies;
Yet ever o'er the keyboard strays
The filmy hand of one who plays—
A form in crinoline and bands,
While close beside another stands
Whose gently prying fingers seek
The ringlet nestled on her cheek;
Still, as the airy fingers touch
Once more the keys that told so much,
The wind's Æolian minstrelsy
Evokes a fantom melody
In plaintive murmurs from the strings—
The wind that round the attic sings.

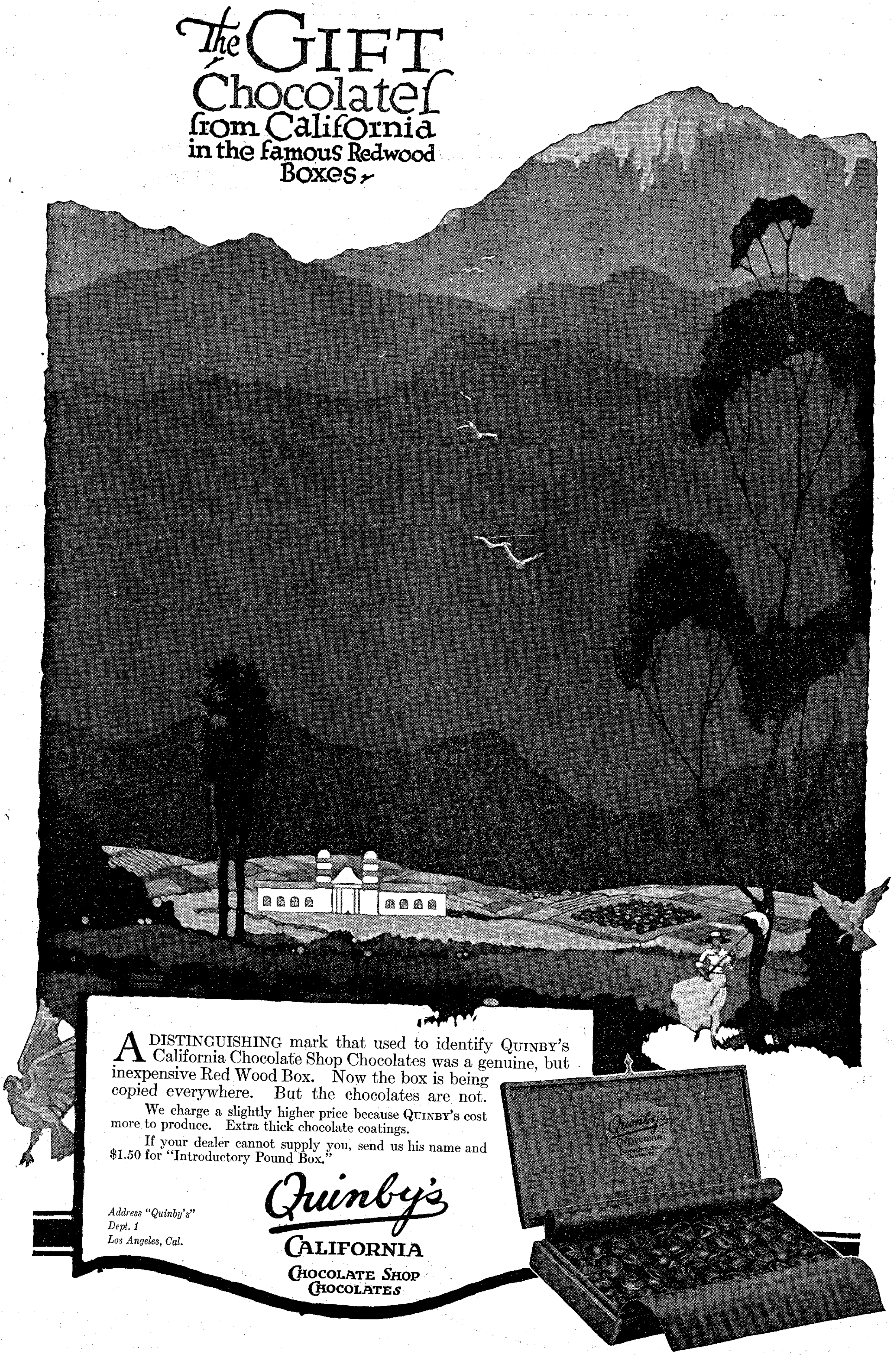
Through the long autumn afternoon
Ever it drones its drowsy tune,
While all the peopled corners stare
With lofty, supercilious air
At one who with unhallowed feet
Invades the spider's last retreat
A year or so too soon, at most,
For fellowship with bat and ghost;
And then? Why, then, as oft before,
The ghosts will welcome one ghost more—
Such melancholy presage brings
The wind that round the attic sings.

A delicate imagery and grace of expression constitute the charm of "The Open Hand," by Beatrice Cameron Mansfield, in the New York *Times*. Readers will remember Mrs. Mansfield as the widow of Richard Mansfield, the most brilliant of latter-day American actors.

THE OPEN HAND

BY BEATRICE CAMERON MANSFIELD

See, dear, my hand is open—you are free!
I would not hold you by a single thread.
All love I give you, but with liberty,
For love held by restraint is cold and dead.
Upon my palm a bird comes, wings alight;
Love bids me clasp it closely to my breast;
But as it poises for its instant flight
My steady hand a haven makes, of rest.
So bird and man are mine, I leave them free.
They fly into the world, but with a smile
I say, "Godspeed!" For surely back to me
Will come my man, my bird, to rest awhile.
So, Love, I give you perfect liberty—
Look, dear, my hand is open! You are free!


The GIFT
Chocolates
from California
in the famous Redwood
Boxes

A DISTINGUISHING mark that used to identify QUINBY'S California Chocolate Shop Chocolates was a genuine, but inexpensive Red Wood Box. Now the box is being copied everywhere. But the chocolates are not.

We charge a slightly higher price because QUINBY'S cost more to produce. Extra thick chocolate coatings.

If your dealer cannot supply you, send us his name and $1.50 for "Introductory Pound Box."

Address "Quinby's"
Dept. 1
Los Angeles, Cal.

Quinby's
CALIFORNIA
CHOCOLATE SHOP
CHOCOLATES

HUDSON SUPER SIX

The Hudson Has a Patented Motor

The Super-Six is Its Own Creation and No Other Maker Can Use It. Adds 72% to Power and Accounts for Hudson Endurance

Everyone knows the Hudson Super-Six and what it has done in winning all worth while records for speed, acceleration, mountain climbing and endurance.

But many may have overlooked the fact that those records were made possible because of the Super-Six motor, invented and patented by Hudson.

The first Super-Six quality to attract attention was its power, a 72% increase without added weight or cylinders.

But rivals when they saw that said it could not be relied upon to give long service.

Let Us See What It Did

We ourselves did not know the full endurance limit of the Super-Six motor. For that matter we don't even now know its limit, although we have put it to longer, harder tests than is ever asked of an automobile, even in the most famous long distance races.

This was shown in the 500 mile Indianapolis race last May, for while faster cars were entered, the privately owned and raced Super-Sixes showed a continuous performance of unrivaled endurance.

The first Super-Six endurance run was made when a stock touring car carrying driver and passenger was driven at top speed for one hour and officially established the record. Then that same car was pushed to greater tests by driving it with five passengers and with top and wind shield up, 100 miles at 70.74 miles per hour, also making a new official record.

That failing to reveal its endurance, a stock Super-Six chassis was driven by one man 1819 miles in 24 hours. The best previous record, made by a specially built racer, was 327 miles short of the distance covered by the Hudson.

Then the run from San Francisco to New York was made. It lowered the best previous time by more than 14 hours. And to give further evidence of its endurance, the car was turned back and reached San Francisco 10 days and 21 hours after leaving there on 7000 miles of the hardest driving ever made to establish motor car endurance. The return trip, too, was made in shorter time than any other car has ever done it.

And 60,000 Users Added Their Experience

That is the number of Super-Sixes in use at the time the present model was announced. Every test and every report of owners served as a help in making a better Hudson.

The patented Super-Six motor called for a car that in every detail matched its quality. New standards were made necessary. Each year has seen a nearer approach to the ideal.

Mechanical perfection was not all that Hudson engineers aimed at. They sought to make the Hudson complete in every detail of convenience, beauty and comfort.

For Four Years the Largest Selling Fine Car

Merit is reflected in the way in which the public views the Super-Six.

For four years it has been the largest selling fine car. It is known in every community and on every highway. Present deliveries exceed 100 Hudsons a day. Factory production was never so great and we were never so far behind orders. Men have long known that to get a Hudson it is necessary to make reservations in advance. On some models and in some seasons thousands have waited a month or more.

But They Know It Was Worth Waiting For

No man can drive a Hudson without feeling a growing respect for it. It grows out of the same endurance the car had revealed in all those tests made when the Super-Six was new. They know the real meaning of motor satisfaction. Their needs are fulfilled.

If you plan to get a Hudson next year, now is not too early to speak for it. Think of the thousands disappointed this year.

Hudson Motor Car Company, Detroit

(1094)

WORLD-WIDE - TRADE - FACTS

A new Department that will present authoritatively each week the key facts of the world's progress and reconstruction

RAILWAY EARNINGS AND EXPENSES

Following is the Interstate Commerce Commission's report of Class I steam roads (those having $1,000,000 or more annual income) for five months, January 1 to June 1, 1919, with comparisons:

	1919	*1918*	*Changes*
Mileage........	233,441	234,100	659 Decrease
Total operating revenue......	$1,929,978,137	$1,693,286,932	$236,691,205 Increase
Expenses.......	1,733,663,067	1,385,980,213	347,682,854 Increase
Net operating revenue......	196,315,070	307,306,719	110,991,649 Decrease
Taxes, etc......	77,381,042	75,548,905	1,832,137 Increase
Operating income.........	118,934,028	231,757,814	112,823,786 Decrease
Rents, etc......	13,718,578	16,377,612	2,659,034 Decrease
Net operating income.......	105,215,450	215,380,202	110,164,752 Decrease
Operating ratio..	89.83	81.85	7.98 Increase

AMERICAN INDUSTRIAL AND RAILROAD FINANCING

The following tables, prepared by *The Journal of Commerce*, show the divisions of the new securities put out in July and in the seven months ended with July 31, in comparison with the issues in the corresponding 1918 periods.

	July		
	1919	*1918*	*Change*
Railroads..................	$26,779,000	$14,300,000	$12,479,000
Tractions..................	1,000,000	48,115,000	47,747,000
Public Utilities.............	15,486,000	21,673,000	6,187,000
Manufacturing Companies:			
Iron and Steel...........	25,400,000	59,150,000	33,750,000
Textiles.................	2,750,000	2,100,000	650,000
Miscellaneous............	68,645,200	170,000	68,475,000
Miscellaneous..............	230,882,100	19,440,000	211,443,100
Total.................	$370,942,300	$165,580,000	$205,363,300

	Seven Months		
	1919	*1918*	*Change*
Railroads................	$269,878,600	$61,494,000	$208,384,600
Tractions................	64,532,500	150,276,000	88,743,500
Public Utilities...........	276,870,800	240,978,200	35,892,600
Manufacturing Companies:			
Iron and Steel..........	61,245,000	77,130,000	15,885,000
Textiles...............	16,090,000	7,950,000	8,140,000
Miscellaneous..........	292,063,500	101,967,700	190,095,800
Miscellaneous............	573,155,700	215,206,800	357,948,900
Total...............	$1,553,836,100	$855,002,700	$698,833,400

GROWTH OF TRADE-UNION MEMBERSHIP IN GERMANY

In October, 1918, the total membership was 1,415,452, while the present number is about 4,000,000. The following figures show the distribution of these among the largest of the fifty-eight unions:

Metal workers..........	1,006,993	Miners.................	200,000
Factory workers........	400,000	Municipal workers.......	166,155
Transportation workers..	272,000	Agricultural laborers......	150,000
Building trades........	270,000	Shop assistants..........	135,000
Railway men..........	250,000	Tailors.................	62,941
Timber workers........	222,043	Printers................	50,342
Textile workers........	210,669		

BUILDING OPERATIONS IN UNITED STATES AND CANADA

(Total of six months' building. From *Bradstreet's*.)

	Permits		*Values*	
	1919	*1918*	*1919*	*1918*
New England............	9,574	6,944	$29,762,943	$17,589,531
Middle.................	36,803	23,229	142,908,873	65,125,749
Western.......	39,186	22,405	82,130,116	38,287,707
Northwestern...........	15,728	9,992	65,583,662	45,161,096
Southwestern...........	16,452	9,994	27,099,928	20,349,804
Southern...............	18,732	10,330	41,344,791	19,897,121
Far-western.............	30,987	22,704	45,013,902	31,433,815
Total United States.....	167,462	105,598	$433,844,215	$237,844,823
New York City..........	15,476	9,192	88,345,785	32,353,672
Canada.................	7,169	5,717	16,807,998	10,707,910

It will be seen that the total number of permits at 155 cities for six months (January 1 to July 1) was 167,462 and the value thereof was $433,844,215, gains of respectively 58.6 and 82.4 per cent. over the like period of 1918. Only 22 out of 155 cities showed smaller totals of building than in 1918.

New York City, it will be noted, furnished 11 per cent. of all the permits, and about one-fifth of all values, with a total of 15,476 permits and $88,345,785 in values, gains of, respectively, 68.3 and 173 per cent. over the first half of 1918.

CENSUS OF THE AUTOMOBILE INDUSTRY

(From a report of the National Automobile Chamber of Commerce.)

Capital invested in automobile industry in United States (March, 1918)................	$1,297,000,000
Motor-vehicles registered in United States January 1, 1918	*6,146,617
Registration and license fees, year 1918..................	51,477,416
Motor-vehicles in New York State August 1, 1919	504,771
Motor-trucks and commercial cars in use in United States (1918)................	593,092
Tons of goods hauled yearly by trucks (estimated)†......	1,200,000,000
Cost of haulage by motor-trucks at 18c. per ton-mile†....	$1,080,000,000
Cost of haulage on basis of 24c. per ton-mile by horse and wagon†................	1,440,000,000
Value of passenger service at railroad rate of 2 cents per mile‡................	1,152,600,000
Number of persons in United States to one motor-car (1918)	16
Persons to 1 car in eleven Middle West States†..........	17
Persons to 1 car in 11 Eastern States†...............	26
Employees in automobile industry (March, 1918)........	830,000
Percentage of cars sold to farmers in 1917 (estimated)....	40
Automobiles in U. S. to each mile of public rural road (1918)	2.5
Automobiles in U. S. to each mile of surfaced road†......	14.77
Automobiles in U. S. for each square mile†.............	1.4
Automobiles in use in all countries outside of the U. S. January 1, 1917................	719,246
Automobiles in use in Europe January 1, 1917...........	437,558
Automobiles in use in Canada January 1, 1917..........	118,086
Horses in the United States†.......................	24,000,000
Acres of land required to sustain horses†....	120,000,000
Horses displaced by motor-trucks in use (estimated)......	2,000,000
Acres of land released by trucks for production of human foods................	10,000,000
Horses and mules exported during three years ended June 30, 1917................	1,239,959

---

*Does not include motor-cycles nor dealers and manufacturers' licenses. Motor-cycles, 240,564; manufacturers and dealers' licenses, 63,065.

†January 1, 1918.

‡At the present rate of 3 cents per mile the value would be $1,728,900,000.

(Compiled by the Bureau of the Census.)

AUTOMOBILE ESTABLISHMENTS, INCLUDING BODY AND PARTS PLANTS

	1899	*1904*	*1909*	*1914*
Number of establishments......	57	178	743	1,271
Capital invested..	$5,769,000	$23,084,000	$173,839,000	$407,730,000
Persons engaged in manufacture.	......	13,333	85,359	145,951
Value of products.	$4,748,000	$30,034,000	$249,202,000	$632,831,000
Paid for materials.	1,804,000	13,151,000	131,646,000	356,208,000
Wages and salaries	1,616,000	8,416,000	58,173,000	139,453,000

GOLD IN THE UNITED STATES

(From a statement issued by the Federal Reserve Board.)

Estimated Stock of Gold in the United States as Given in the Treasury Department Circulation Statement		*Total Gold Reserves of the Federal Reserve System*	
Jan. 1, 1917	$2,864,841,650	Dec. 29, 1916	$736,236,000
Jan. 1, 1918	3,040,439,343	Jan. 1, 1918	1,674,405,000
Jan. 1, 1919	3,080,510,011	Jan. 1, 1919	2,092,062,000
Feb. 1, 1919	3,085,459,209	Jan. 31, 1919	2,112,106,000
Mar. 1, 1919	3,084,213,002	Feb. 28, 1919	2,122,998,000
April 1, 1919	3,092,415,909	April 4, 1919	2,150,950,000
May 1, 1919	3,092,430,916	May 2, 1919	2,166,618,000
June 1, 1919	3,092,037,699	May 29, 1919	2,187,743,000
July 1, 1919	3,095,077,467	July 3, 1919	2,128,946,000
Aug. 1, 1919	2,989,548,109	Aug. 1, 1919	2,088,475,000

COPPER PRODUCTION

(From report issued by United States Geological Survey.)

	*Refined Copper, Primary, Lbs.**	*Secondary Copper, Lbs.**	*Smelter Production Domestic Ores, Lbs.**	*Imports, Lbs.**
1907..............	1,032	...	868	252
1908..............	1,137	...	942	218
1909..............	1,391	...	1,092	321
1910..............	1,422	...	1,080	344
1911..............	1,433	214	1,097	334
1912..............	1,568	275	1,243	410
1913..............	1,615	273	1,224	408
1914..............	1,533	255	1,150	306
1915..............	1,634	392	1,388	315
1916..............	2,259	700	1,928	462
1917..............	2,428	767	1,886	556
1918..............	2,432	...	1,908	576

* Six figures omitted.

	*Exports of Metallic Copper, Lbs.**	*Domestic Consumption, Lbs.**	*Average Yearly Price per Lb.*	*World's Production, Lbs.**
1907.........	508	487	$0.200	1,589
1908.........	661	479	.132	1,683
1909.........	682	688	.130	1,874
1910.........	708	732	.127	1,902
1911.........	786	681	.125	1,958
1912.........	775	755	.165	2,260
1913.........	926	812	.155	2,196
1914.........	840	620	.133	2,062
1915.........	681	1,043	.175	2,273
1916.........	784	1,430	.246	3,094
1917.........	1,127	1,316	.273	3,142
1918.........	744	1,662	.247	3,075

* Six figures omitted.

PERSONAL GLIMPSES

SAMUEL GOMPERS, A NATIONAL STORM-CENTER

WHEN SAMUEL GOMPERS ARRIVED in New York from Europe, on August 26, one of the many newspaper reporters gathered at the pier to meet him asked: "Is it true, Mr. Gompers, that you have returned to this country on the direct cabled request of President Wilson?"

"You flatter me," replied Mr. Gompers.

In a similar manner, the manner of a man whose utterances are of such gravity that he hesitates to speak freely, the internationally famous president of the American Federation of Labor put aside questions as to his stand on the Plumb plan for the nationalization of railways and on the raising of wages to meet the high cost of living. On the day following his arrival the New York *Evening Mail* devoted two columns on its front page to "A Plea to Samuel Gompers for Wise Council in a National Crisis." The influence of this one man in American affairs, it is remarked by many commentators, is second only to that of President Wilson himself. He became "a national storm-center" two minutes after he had stept ashore from the ship which brought him home, and there seems to be every chance that he will continue to function in the midst of the struggles surrounding the most acute problems of reconstruction which this country has to face. However, "Sam Gompers," we are assured, "is used to fishing in troubled waters." From his origin in a London slum quarter to his present position as the leader of an army far larger than Pershing took to France, his life has consisted mainly of struggles, either on his own account or on behalf of others. Beginning with his beginning, the Boston *Post*, on January 27 of this year, presented this piquant contrast:

> Sixty years ago to-day, Queen Victoria received word that she was a grandmother, and that the baby had been named Wilhelm. And sixty-nine years ago to-day, a poor woman in London, Gompers by name, had a baby boy, and she named it Samuel.
>
> What insane treason Queen Victoria would have considered it if somebody had predicted, sixty years ago, that the year 1919 would find her grandson a trembling outcast with none so poor to do him reverence; while that other little child (so poor at the age of ten he was to be put at work in a factory) would sit in council with the rulers of nations, deciding the fate of empires!

"Fifty-six years ago that little Sam came to see his Uncle Sam," writes Will P. Kennedy, in a brief biography of "The World's Labor Leader," published in *The National Tribune* (Washington). He was then thirteen years old, "and one of the poorest who ever walked out of Whitechapel," a London section which is often compared to New York City's East Side.

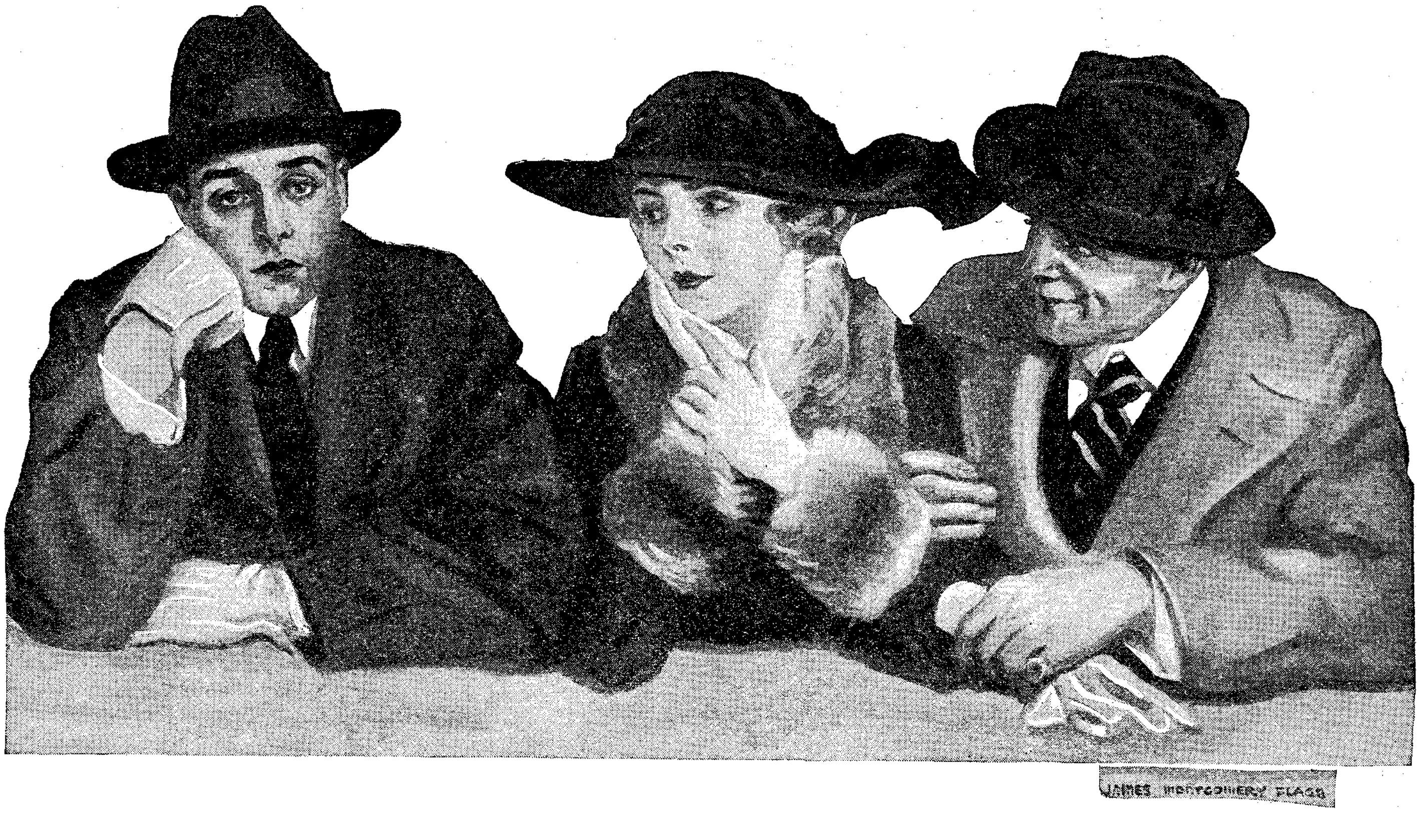
ARTISTS APPRECIATE HIS "FIGHTING FACE."

The veteran President of the American Federation of Labor has become, of late years, one of the most photographed, most painted, and most "sculptured" men in the world.

Gompers, on his arrival in this country, had but four years' education. Recently he revisited the poor London district in which he was born. He also did a few other things:

> He shook hands with kings in their palaces, relieved the worries of prime ministers. He told the nations what to do about their labor problems, and told the erstwhile powerful labor politicians in England to go chase themselves. Aristocratic England, proud of its ancestry, made a tremendous fuss over him who had thrown himself whole-heartedly into the struggle on the theory that a decision must be made whether American democracy or German autocracy should dominate the world. He took a very conspicuous part in winning success for American democracy. And the English Government gave him a public dinner with Lloyd George present to pay tribute. He came through it with more composure and less affectation than his hosts.
>
> That's Sam Gompers—a Jew, born of a people who have no home-country on the face of the globe, but who through a life of devotion, culminating in the International Labor Commission, has been a benefactor to all nations by bettering the working conditions of that great spread of humanity that comes closest to the fundamentals of life. Russia has a Jew, Trotzky, spreading Bolshevism; the American Jew, Gompers, is against Bolshevism. All his life a student and active worker for social betterment, he has persistently fought against Socialism and for trade-unionism on this principle: trade-unionism means, he believes, rational progress and development of society, that does not come by leaps and bounds. The Socialists, on the other hand, would have everything at once, a grab rather than a work for principle; and that kind of progress, Mr. Gompers says, brings rebounds and reactions.
>
> The Gompers influence has knitted itself into the entire war-entanglement. When the flame burst forth in Europe he was a pacifist, but he took the stand that Germany's laboring men should have refused to fight, because their cause was unjust; that the Allied laborers were in duty bound to fight in defense of democracy. Before it seemed necessary that the United States should join in the conflict, he combated German influences active among the nation's workmen. He tore the mask from the Labor Peace party and the Embargo Conference as

MALLORY
FINE HATS



NOTHING we could possibly say in this advertisement about the style and quality of Mallory Hats is anywhere near so important to the men who are going to buy their Fall hats this month as one single fact.

It is this—

Don't try to buy a cheap hat this Fall!

There has never been a time when it would pay so well to pay a little more and get a *good* hat.

A cheap hat has always been a gamble—but this Fall you might just as well throw your money away as invest it in one.

Buy a Fall hat with a Mallory label in it—or some other label that you *know* stands for equal quality and style. And if it costs a little more than some piece of shoddy made by a hatter you never heard of, pay the difference — you'll be mighty glad you did, later on.

Mallory Hats cost no more than other good ones. $5, $6 and upward. Mallory Mello-Ease (light-weight), $7 and $8. Mallory Velours are priced at $12 and up.

The "Cravenette" Finish gives an added protection against weather—and is found only on Mallory Hats.

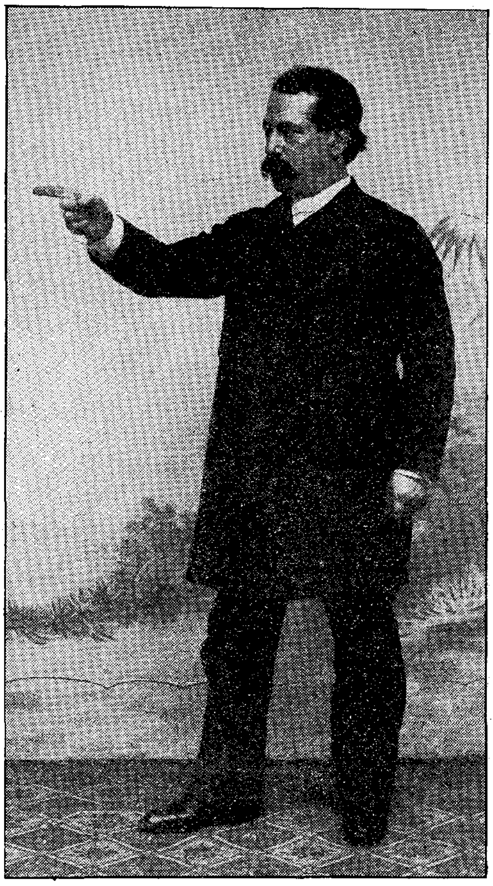
Mallory Hats

Look for this Trade Mark in every Mallory Hat

THE MALLORY HAT COMPANY, INC., 234 Fifth Avenue, New York
Factory: Danbury, Conn.

Hun propaganda and refused to send delegates to the "Peace" Conference in Sweden and Switzerland. Thus he kept the American laborer free from entangling alliances with pacifist movements in countries which subsequently became hostile to the United States. Support of organized labor to national preparedness was pledged by Mr. Gompers more than a year before America declared that a state of war existed.

Gompers's whole life, according to this biographer, illustrates the influence exerted by a man who concentrates all his energies on a single object. "For a half a century political ambitions, business opportunities, public duties, the lure of fame and fortune, social diversions, have alike been unable to swerve him from his absolute devotion to trade-unionism. There has been with Gompers no dissipation of forces, nothing but the intense concentration of this strong mind and indomitable will upon a living, vital, growing movement that, well managed, could improve the world, but allowed to go rampant would cause untold suffering through ages." As to the life-history of the man, we read:



AT THE BEGINNING OF HIS CAREER.

A rare photograph of the president of the American Federation of Labor, taken twenty-five years ago.

Gompers, born of a family of workers, was apprenticed at ten to a shoemaker. He didn't like the trade, and took up that of his father, cigar-making. He came to this country when thirteen, in the year the Battle of Gettysburg was fought. At fourteen he was a leading spirit in organizing the first cigar-makers' union in New York City, in which he still retains a membership. At twenty-one he became a naturalized citizen. At twenty-four he was secretary of the "Local," and served for six consecutive terms as its president, and represented it in the State federative bodies.

Meanwhile he studied nights. His first serious reading was a batch of antislavery pamphlets, and he became a strong abolitionist as against all forms of involuntary servitude, especially against social injustice that forced children to work as he did, at ten years of age. As he rolled cigars with his hands, his brain was active with uplifting thoughts and ambitions for which he was willing to work. The cigar-makers found that they could work better if their minds were kept engaged. They arranged a scheme of having one of their number read, the others making *pro-rata* contributions of the number of cigars he could have made if he had been working instead of reading. Sam Gompers was a favorite reader. It is to this experience that he attributes the cultivation of a mellow-speaking voice, precise enunciation, and an interpretative inflection that have won him innumerable audiences and a flood of offers for lecture tours—which he has persistently refused.

This reading aloud had also opened up his brain to desires for broader self-culture. Starting with Dickens and Thackeray, he read most of the British authors, John Stuart Mill and the British and German economists. Instead of adopting their theories, he developed a mind of his own on social matters, distinguishing sharply between Socialism and trade-unionism. Samuel Gompers is to-day one of the best-read men in America.

The American Federation of Labor stands as a monument to Sam Gompers' single purpose. While editing *The Picket* for his local union in New York, he became interested in a national association of trade-unions that would preserve the autonomy of the locals. On that principle, under his leadership, the Cigar-makers' Union fought the Knights of Labor. In 1881 he helped to organize the American Federation of Labor, largely in protest against the Knights. He was elected president, but refused the office that year. The following year, however, the office was forced upon him, and he has been reelected ever since with the single exception of 1895, when John McBride, leader of the coal-miners, defeated him by a close vote.

During his first five years as president, he drew no salary, and in one year his total expense account was thirteen dollars. In 1886 the Federation was reorganized, and the president, henceforth to devote all his time to the Federation activities, was allowed a salary of $1,000. Gompers has made the American Federation of Labor the greatest labor organization the world has ever known—existing by the sufferance of its constituent unions. This recognition of the complete autonomy and independence of the unions, inviolably maintained, coupled with very humble requests for money, has kept power exercised in a very moderate and cautious manner. This also is characteristic of its president, Sam Gompers. He fights with apparent abandon, but with a weather eye always open, so that he is not disconcerted by sudden turns in events.

During his long and active career as president and guiding genius of the American Federation of Labor, we are told, Mr. Gompers has been called upon to settle many strikes. He holds that strikes are never necessary except when some one has lost his head. He never sanctions a strike until all other means of settling differences have failed. With him it is a court of the very last resort. For example, at the time of the great Chicago strike he refused to call a general strike, altho heaped with the vilest abuse. He has settled more strikes by his individual efforts than any man in labor history. He has also had to fight trouble in his own ranks.

Threatened schisms have now and again tried to fester upon the Federation. What Gompers has saved labor from, and saved the nation from, is best illustrated by the case of Berger, owner of property in the Black Forest. Berger came to the United States and gained dominance of the Socialist-Democratic party, later the Socialists. He fought Sam Gompers for control of the American Federation of Labor, and Sam Gompers stood between his evil, German-backed influence and American labor. Sam Gompers saw that American labor gave whole-hearted support to President Wilson in the war. He helped labor get wages high enough to meet war-time cost of living. He helped to keep labor behind the Government in crushing Prussianism. The government executives realize only too well how conditions would have been complicated if a seditious Berger had obtained dominance over labor. "He saved us from Berger" is one of the appreciative American labor eulogies for Gompers.

This "Grand Old Man" of labor trade-unionism, in the readjustment and the reconstruction work on which he is now engaged, can hark back to similar service to the Government after the Spanish-American War. He served in 1898 as a delegate to the National Conference in Saratoga, N. Y., to discuss ways and means to meet the conditions in the United States growing out of the war. He was a member of the committee that presented the views of that conference to President McKinley.

A very complete statement of Mr. Gompers's present view of the world of labor and industry is contained in a series of articles which has been running under his name in *McClure's Magazine*. In the following paragraphs he pays his respects to Bolshevism:

The affairs of the whole world are in the process of remaking. Relations between nation and nation, and between the peoples within the various nations, and among working people particularly, are undergoing a new change and a new life.

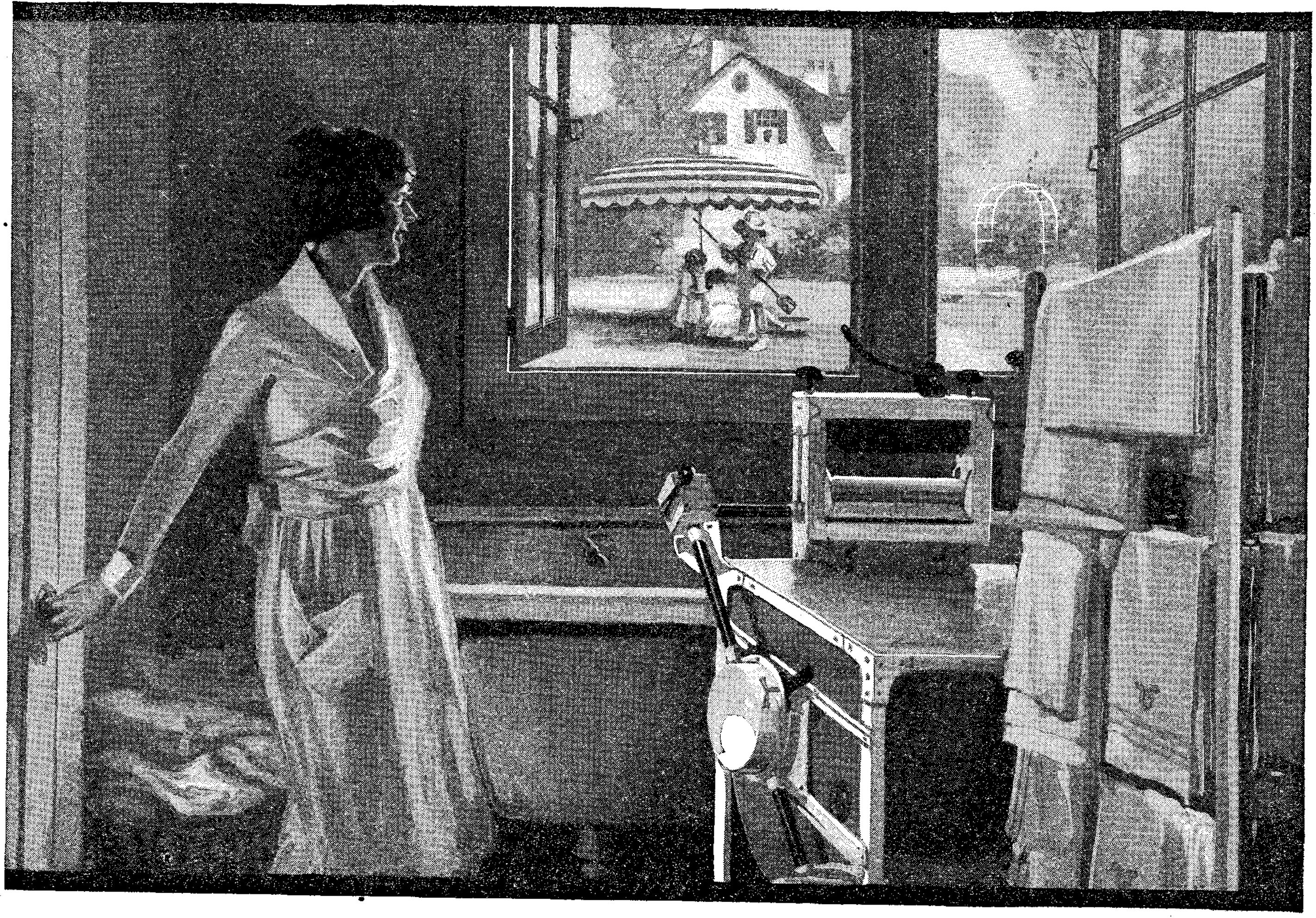
I stand in so far as I can and dare—and I dare much—for the principles of natural and rational development and growth.

I am opposed, as is organized labor of America, to any destructive policy.

There is nothing that is worth while maintaining that I would aid or abet in destroying.

Our policy, our work, our method, our ideas, and our ideals are to build, to construct, to grow, to help in the development of the highest and best in the human family; to make to-day a better day than yesterday, to make to-morrow a better day

ARMCO IRON



Armco Iron Washing Machines Will Last Longer

Armco Iron washing machines have been in continuous service for many years and have not cost the users one cent for repairs, because all sheet metal parts are made of heavily galvanized Armco Iron.

The housewife buys a washing machine in the first place, so as to get away from Monday morning wash-tub drudgery. Then she naturally thinks of one that will give her *the longest service.* That is why she chooses a washing machine built of Pure Armco Iron.

Galvanized Armco Iron makes the most durable washing machines because Armco Iron itself is exceptionally pure and even. For that reason it resists rust, and is impervious to the corroding action of strong alkali soaps. And, because of its exceptional purity, uniform evenness and its freedom from imprisoned gases, Armco Iron takes and holds a purer galvanized coat than any other material. Hence, the galvanizing won't crack, peel or flake off into the wash and thus cause injury to delicate fabrics.

Washing machines, with the sheet metal parts made of Armco (American Ingot) Iron, are made by such well-known manufacturers as

ALTORFER BROS.
Peoria, Ill.
"A—B—C Superior Electric"

BROKAW-EDEN MFG. CO.
New York City Alton, Ill.
"Eden"

CRYSTAL WASHING MACH. CO.
Detroit, Mich.
"Crystal"

DEXTER COMPANY
Fairfield, La.
"Dexter Cruiser"

FEDERAL SIGN SYSTEM
Chicago, Ill.
"Federal Electric Washer"

GETZ POWER WASHER CO.
Morton, Ill.
"Getz"

PITTSBURGH GAUGE & SUPPLY CO.
Pittsburgh, Pa.
"Gainaday"

VICTOR MANUFACTURING CO.
Leavenworth, Kan.
"Wonder Washer"

RULLMAN VACUUM WASHER CO.
Omaha, Nebr.
"Rullman's New Rapid Vacuum Washer"

Write them or us for full information regarding Armco Iron washing machines

THE AMERICAN ROLLING MILL COMPANY, Dept. 955, Middletown, Ohio

The trade-mark ARMCO carries the assurance that iron bearing that mark is manufactured by The American Rolling Mill Company with the skill, intelligence, and fidelity associated with its products, and hence can be depended upon to possess in the highest degree the merit claimed for it.

AMERICAN ARMCO INGOT IRON

ARMCO IRON Resists Rust

A penny a day for dish-washing

TEN gallons of piping hot water for ONE CENT—enough to wash a big day's dishes. It doesn't seem possible, but it's true. You could hardly do it on a gas or coal range, but you can with a Pittsburgh Automatic Gas Water Heater.

What's the answer? It's just this. The Pittsburgh Automatic is more careful with the gas than a human being. It keeps constant guard over the gas consumption. Not a foot of gas is burned except when the water is running.

When the water passing through the sensitive copper coils reaches a certain temperature, off goes the gas. When the temperature begins to drop it lights again. After you have enough hot water and the faucet is closed all gas expense stops automatically.

For kitchen or bath, laundry or lavatory, for all sorts of personal comforts and household conveniences, the Pittsburgh Automatic will deliver steaming hot water, instantly, in any amounts, and at any hour of the day or night. No worry. No work. No waiting for kettles to boil.

Your gas company and plumber know all about the Pittsburgh, and can install one in a very short time without fuss or dirt. Write today for booklet on the Pittsburgh and tell us your hot water needs. You can do so without obligating yourself in any way.

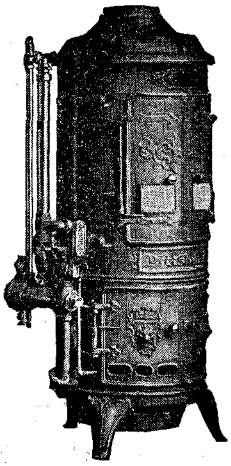
Architects see Sweet's Architectural Edition, Pages 1024 to 1027

PITTSBURG WATER HEATER COMPANY
Pittsburgh, Pa.

Branch offices in principal cities

Baltimore
Boston
Brooklyn
Buffalo
Chicago
Cincinnati
Cleveland
Columbus
Dallas
Dayton
Denver
Detroit
Houston
Indianapolis
Kansas City
Los Angeles
Louisville
Newark
New Orleans
New York
Oakland
Philadelphia
Pittsburgh
San Diego
St. Louis
St. Paul
San Antonio
San Francisco
Washington, D. C.

Canada
Toronto, Can.



Pittsburgh
Automatic Gas Water Heaters

than to-day, to make to-morrow and to-morrow's to-morrow each a better day than the one that has gone before. That evolutionary process of progress and improvement is the basis for the opportunity for freedom, justice, and democracy.

That is the constructive policy of progress. If that policy of the American labor movement is opposed, and successfully opposed, then our work, our activities, and our movement will be sent to destruction.

If we are impotent, if we are incapable of securing for the workers improvements in their conditions, then we ought not to exist. I say for myself that if I were convinced that the American labor movement is impotent to be of service to my fellows, I would quit it and abandon the organization to its justifiable fate.

It is a question of dealing with such a movement as represented by the American trade-unions—the American Federation of Labor—or dealing with a body of irresponsibles or irreconcilables. If we are not on the right track, then those who represent the wildest orgy of destruction with no consideration for the rights of individuals will come to the front. It is a matter of choice between dealing with such elements or dealing with the constructive forces of the organized labor movement of our country.

I do not know that I am entitled to very great credit because I am not a Bolshevik. With my understanding of American institutions and American opportunities, I repeat that the man who would not be a patriot in defense of the institutions of our country would be undeserving the privilege of living in this country.

It is true that we have discust democracy. We have used that term glibly and often without understanding. It is true that we have discust freedom, and often without understanding. I have had the opportunity of travel in Germany. I have never heard any people so vociferously and enthusiastically sing and shout the terms of freedom and democracy as did the German people.

Freedom is not a condition, nor is democracy a condition. Freedom is the exercise, the functioning of freedom, the practise of freedom, the practise of democracy. All that society can give, all that government can give, is the opportunity for freedom. It depends upon the people to be intelligent and grow into the feeling, the exercise, and practise of the function of freedom. It was because the principles of freedom and democracy were menaced by the system of autocracy and militarism that the people of our country and the peoples of other countries and of the democracies of the world rallied around their banners and declared and made good their willingness to make the supreme sacrifice, for the principles, the institutions, and the practise of freedom which were threatened to be overwhelmed and crusht.

If I thought that Bolshevism was the right road to go, that it meant freedom, justice, and the principles of humane society and living conditions, I would join the Bolsheviki. It is because I know that the whole scheme leads to nowhere, that it is destructive in its efforts and in its every activity, that it compels reaction and brings about a situation worse than the one it has undertaken to displace, that I oppose and fight it.

In a later number of the same periodical he defends labor's advance, and attacks those who cry "Bolshevism" as a gentleman in a fable once cried "Wolf!" His argument runs:

There is a tendency in the world to-day

to say that everything of a forward-looking nature with which one disagrees is Bolshevism. It has become almost a habit to use that term loosely. But there is a just ambition for a higher standard of life and living that is not Bolshevism and that will not be denied, except at the imminent peril of those who deny, if they prove themselves strong enough to deny with compelling force. The safety of the world to-day—and I say this as one who loves with deep passion the institutions of our own nation and of all democratic peoples—lies in an orderly advancement toward better lives for working people everywhere.

We can not and do not overlook the fact that there is in the world to-day a great deficit in the supply of things. There is a void where there used to be plenty. We must fill that void with things that go to make life as we know it. But we must try our best to fill that void in such a way that what we put into it will actually mean life for the people and not a surplus for the fortunate few. In our ability to do this will lie much of the safety of our institutions in the immediate future, and much of our chances to realize over the long stretches of time ahead the highest of the ideals with which the whole world has become imbued through our struggle to save the civilization we have built with so much sacrifice and pain.

We have come forward toward light and life through such measures as the Clayton Law, which provides that the labor of a human being is not a commodity or article of commerce; and the seamen's law, which makes the seaman free from the bondage of earlier days. We have succeeded in establishing a concept in law and in administration that the welfare of the workers is a matter of paramount interest. In this direction we must go, for this direction is forward and any other must be backward. American labor does not necessarily ask for more law. Our movement has never sought a wealth of law; it has asked only such law as is needed to clear the path to progress. The great task has been to secure the removal of law that blocks that path.

The field is littered with the whitened bones of those who have gone seeking salvation through laws. This the American labor movement has recognized, and there is no immediate danger that this philosophy will be deserted in favor of whims and caprices of similar portent. In the realm of political life there is always present the great personal necessity for remaining in political life. In the realm of industry there is only the necessity of going forward with the tasks and battles of industrial life, out of which we can not emerge even if we should wish to. The facts are inescapable—the battles must be fought where they are. Industry is real—as real as tools, and iron, and coal, and wheat. Men can lay their hands to the things of industry and get the feel of them. There is definiteness in industry, a great, all-enveloping, all-enfolding definiteness that comes as natural to mankind as life itself, because he goes through life by the feel of these things of industry.

There is nothing fixt and definite in the realm of abstraction—in the realm of politics. It lends itself to a false understanding of things that are real. When men depart from the fundamental productive process of the life of the world there is no power on earth that can guarantee the accuracy of the course they still pursue. Look back upon the record of falsity made by these movements of

The Finest Kitchen
Ever Built—Cost, $1,500,000

Beans Baked by New-Day Methods—By Scientific Cooks

WHEN you get Van Camp's Beans this is what you get:

A dish which culinary experts spent four years to perfect. The first dish cost us $100,000.

A dish baked with modern facilities, in a white-enameled kitchen—the finest in the world.

Beans so baked that every bean is mellow, whole and mealy, and easy to digest.

Scientific Cooks Direct the Chefs

Here we employ the ablest chefs with college-trained cooks to direct them.

Here we analyze all beans.

Here all water used is freed from minerals. They make the bean skins tough.

Here we use modern steam ovens. Beans are baked for hours there without crisping, without bursting.

And here beans are baked with a remarkable sauce. Our scientific cooks tested 856 recipes to attain that tang and zest.

Now All You Do is Serve

Now you can keep this matchless dish on your pantry shelf. You can serve it cold in one minute, or hot in ten minutes. And do it in an evening gown.

You can serve beans nutty, mealy, whole—beans which do not tax the stomach. With their zestful sauce they will bring to your table Baked Beans at their best. And they will cost you less than home-baked beans, which take 16 hours to prepare.

Order a few cans. Compare them with the beans you know.

VAN CAMP'S
Pork and Beans

Baked With the Van Camp Sauce—Also Without It
Other Van Camp Products Include
Soups Evaporated Milk Spaghetti Peanut Butter
Chili Con Carne Catsup Chili Sauce, etc.
Prepared in the Van Camp Kitchens at Indianapolis

Van Camp's Soups
18 Kinds

Van Camp's
Spaghetti

Van Camp's
Peanut Butter

> abstraction in the war. Against such error the American labor movement, in its loyalty to the cause of mankind, sets its face, and must continue to set its face.

Here is a little fable, with Mr. Gompers, in a somewhat stern and bitter vein, acting as interpreter:

> There is a legend of ancient Rome to the effect that while the capitol was building there came one day to the tyrannical king, Tarquin the Proud, a poor old woman, carrying nine books of prophecies of the Sibyl, which she offered to sell for three hundred pieces of gold. The king mockingly drove her away. She went, but after burning three of the books she returned and asked the same price for the remaining six. Again refused with scorn, she retired, burned three more of the volumes, and then came back demanding the same sum for the three which were left. The amazed king consulted his wise men, who told him that the nine books, six of which had been lost, contained the fate of the city and the Roman people.
>
> So labor presents its message to the world. Happily, all that was contained in the nine books remains for the world in the last three. Happily, too, the world has decided that in these books there is that which ought to be read. So the world is reading to-day—reading out of the story written by the blood and fiber of human toil. It is a story that tells of injustice and of struggle against injustice; that tells of the first man who dared raise his head and protest against the lash; that tells of the first banding together of men so that they might combine their strength in resistance against a common brutality; that tells of every pain and torture humankind has passed through in its ceaseless panorama of toil and hope, disappointment and disillusionment, aspiration and achievement, down to to-day.
>
> To-day is a new day—for the world is reading out of the books it scorned.

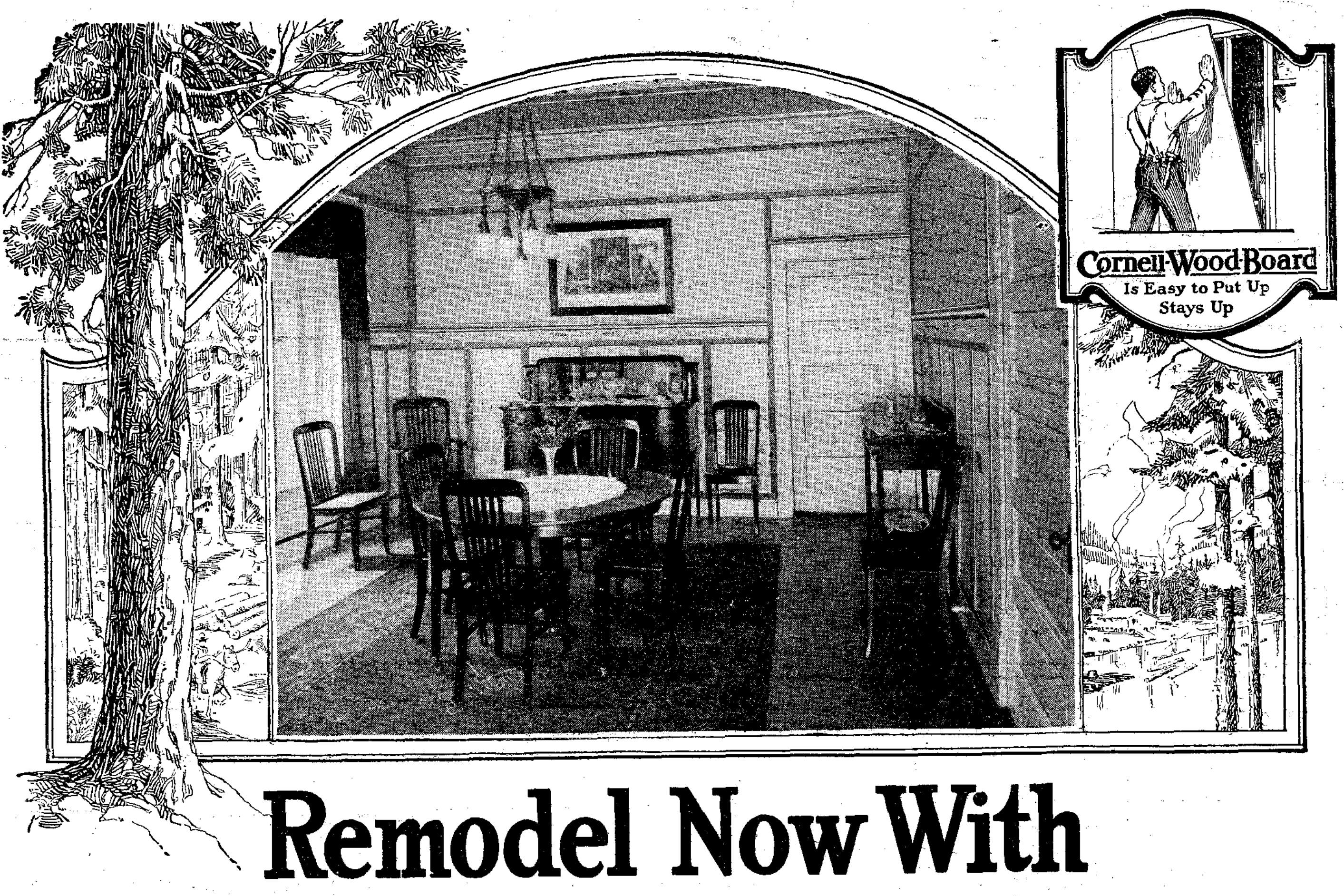
So much for the big side, the heavy side of Gompers. There is a lighter side. There is his boyish pride because he can still roll a good cigar as well as in the old days when he was at the bench and a journeyman at fourteen years of age. If you would have further evidence:

> Look at his desk and you will see a battered brown cottony rabbit, with dangling ear, a cork leg, and a false eye. These are the scars of many a hard-fought campaign, for Brer Rabbit is Sam Gompers's mascot. He has an international reputation. He is known from the Atlantic to the Pacific and from the Great Lakes to the Gulf. This dilapidated wad of cotton has attended all the Federation conventions for years and brought Sam luck. Mr. Gompers feels the good fortune that his mascot brings is the spirit of loyal and efficient service transmitted from his private secretary, Miss R. Lee Guard, a little Southern lady with heart attuned to Uncle Remus's heart-throbs. Sam Gompers has been called almost everything, and likened to nearly everything from a scalded rat to a tomato, but it was Miss Guard who one day saw a likeness to Uncle Remus's Brer Rabbit. It was after he had passed victoriously through a trying ordeal. The play of wits between Brer Rabbit and his enemies attempting to pin him into some inescapable corner, made Miss Guard think of the mental adroitness of Sam Gompers in similar situations, and she found the rabbit—so human-looking, with a glint of knowingness in his eye, an all-pervading air of good will, an absence of bitterness in his make-up. That's the opinion Sam Gompers' secretary has of him after they have worked together for a quarter of a century through storm and stress—and a private secretary's good opinion is a pretty strong recommendation.

A "HALF-DRY" EXPERIMENT IN MONTREAL, CANADA

THEY are trying a sort of modified prohibition in Canada. The ban is on the old hard-liquor saloon, but a certain amount of latitude is still permitted in the use of beer and wine with meals. Montreal is not submitting without protests to even this modified and rather leaky dryness, reports Herbert Corey in a letter to the Kansas City *Star*, but if it were a question either of reopening the old-fashioned hard-liquor bar or of turning to hard and fast prohibition, he offers several representative citizens as authorities for the statement that hard-and-fast prohibition would win. Beginning with the attitude of a hotel waiter, representative of a class to whom prohibition has long been a cloud with very little silver in the lining, Mr. Corey writes:

> The head waiter at the hotel said that even modified prohibition is too bad. Montreal, he said, is going to the dogs. In deference to the respectable persons sitting at the table he whispered that certain resorts had gone out of business or were going out. It is hardly possible for a man to risk a dollar on a game of chance in Montreal now, he said. He added that no one but suckers played the sort of game that strangers can get in anyhow. There is nothing at all doing down-town of nights now, he said. Men go home to their families or go to lectures or take the flivver out for the air.
>
> "But I can get you a bottle of Scotch if you want it," said he. "Just let me know."
>
> The editor of a Montreal paper said that he knew where a highball might be found. Montreal, he allowed, was not yet perilously dry. But it is drying up rapidly. In a little while, he thought, thirsty folk would have to depend on their rich friends who had laid in a supply. Common people, he thought, were in a fair way to lose a lot of well-to-do acquaintances if they depended too often.
>
> The old hard-liquor saloon, he thought, has gone forever. Under local option every precinct but one in the Montreal district had voted "ay" on a law which permits the drinking of light wines and beers, but forbids the selling of the rough stuff.
>
> "I believe," said he, "that if Montreal were to be given the choice to-day between the old-style unrestricted selling and hard-and-fast prohibition it would take prohibition."
>
> "Is there a considerable prohibition party here?"
>
> "No," said he.
>
> The haberdasher who sold me a 22-caliber set of pajamas when I am chambered 44 said he had not heard much talk about the horrors of thirst. He wore a fine Scotch burr and by inheritance ought to have a dry tongue. All of his friends drank, he said, but they did not seem to be worrying about this shortening of their heritage.
>
> "We are getting to be a people exceedingly meek under oppression," he mourned. "If we were a 'speerited' race, now, we would destroy the legislator who dared curtail our rights in this unwarranted fashion."
>
> "Would you vote for a reopening of the old-fashioned hard-liquor bar?" I asked.
>
> "I wadna say that," said he, cautiously. "I wadna say that I would."
>
> A cab-driver said the town was ruined entirely. A banker said the business interests in the town would not suffer materially, altho there might be some individuals, and so on, and so on. A railroad man said he had a few quarts at home and he knew where he could get more as need arose. Meanwhile he has not had to throw any one off a train or hold any one on for several days.
>
> "It isn't like Calgary and them parts," said he. "Out there the cow-punchers come into town and buy a bottle of Jamaica ginger extract at the grocery—tho vanilla would do, but he would not recommend vanilla because for weeks after getting pickled on vanilla you can't eat sponge-cake, and he is particularly fond of the wife's sponge-cake—and they mix that Jamaica ginger-extract in a schooner of the near-beer, which is the only thing they sell over the bars out there—a quarter or maybe half a bottle to a schooner—and after two shots of that they go out and try to bite off the hitching-posts.
>
> "On the level," said he, "after you've had a little touch of that hooch, elephants don't look to you any bigger'n peanuts."
>
> Two grocers could not see that their business had suffered any. The restaurant-keepers said their dinner receipts had been cut into heavily. One-third to one-half was the average estimate. But the lunches had not been affected because those who wished to drink could get beer or wine. One man said he did not blame people for voting half-way dry.
>
> "I am selling a pint of wine called Sauterne for $1.75," said he. "I tell 'em it's imported. There are three glasses in it. Who wouldn't get sore at being jobbed that way? The liquor business would be running along all right if it had not been for the grafters in it. They had to kill a good thing."
>
> Another man in the saloon business said that hard liquor was done for. If the brewers try to cheapen beer and the wine-venders try to sell wine at four prices, the whole country will go dry, said he. Yet almost every one drinks in Canada, said he. The brisk, stimulating climate seems to permit drinking.
>
> A policeman said that he had had less to do since the new law went into effect. People do not argue with him any more, either, said he. If there is one thing that he can't abide it's a drunken man trying to argue with him.
>
> On the whole, the Montreal law seems to be working satisfactorily. Neither beer nor wine may be sold over the bars. Drinkers must be seated at the tables. The statistics show that there is less crime reported by the police. The law has not been in effect long enough to give value to any other figures. Twelve distributers in the city are licensed to import whisky, to be sold only for medicinal purposes. They advertise their brands, but the would-be buyer must have a prescription. Even pure alcohol for curling-iron stoves is only sold on prescription.
>
> "There can be no doubt that such legislation is a serious invasion of our rights,"



Remodel Now With

Cornell-Wood-Board

Excels for Walls, Ceilings and Partitions
Repairs, Alterations or New Work
Makes the World's Best Wall Board

New walls and ceilings!

It's like having a new home, when you can so easily re-create the whole atmosphere of all the rooms, by using Cornell-Wood-Board. This ideal interior finishing material lends a distinctive charm to any room where it is used, whether in a cottage or mansion.

Cornell-Wood-Board has exclusive features which make it the World's Best Wall-Board. It is easy to put up. It is Supersized on both sides (patent applied for). Saves time, money and labor.

Guaranteed not to crack, warp or buckle. Resists heat, cold and moisture. Requires less paint or calcimine than other interior finishing materials.

Free Our Department of Design and Decoration will furnish Free Panel Plans and Cost Estimates on receipt of dimension sketch or blue print giving exact location of doors and windows. Ask your Dealer for Cornell-Wood-Board samples and full information.

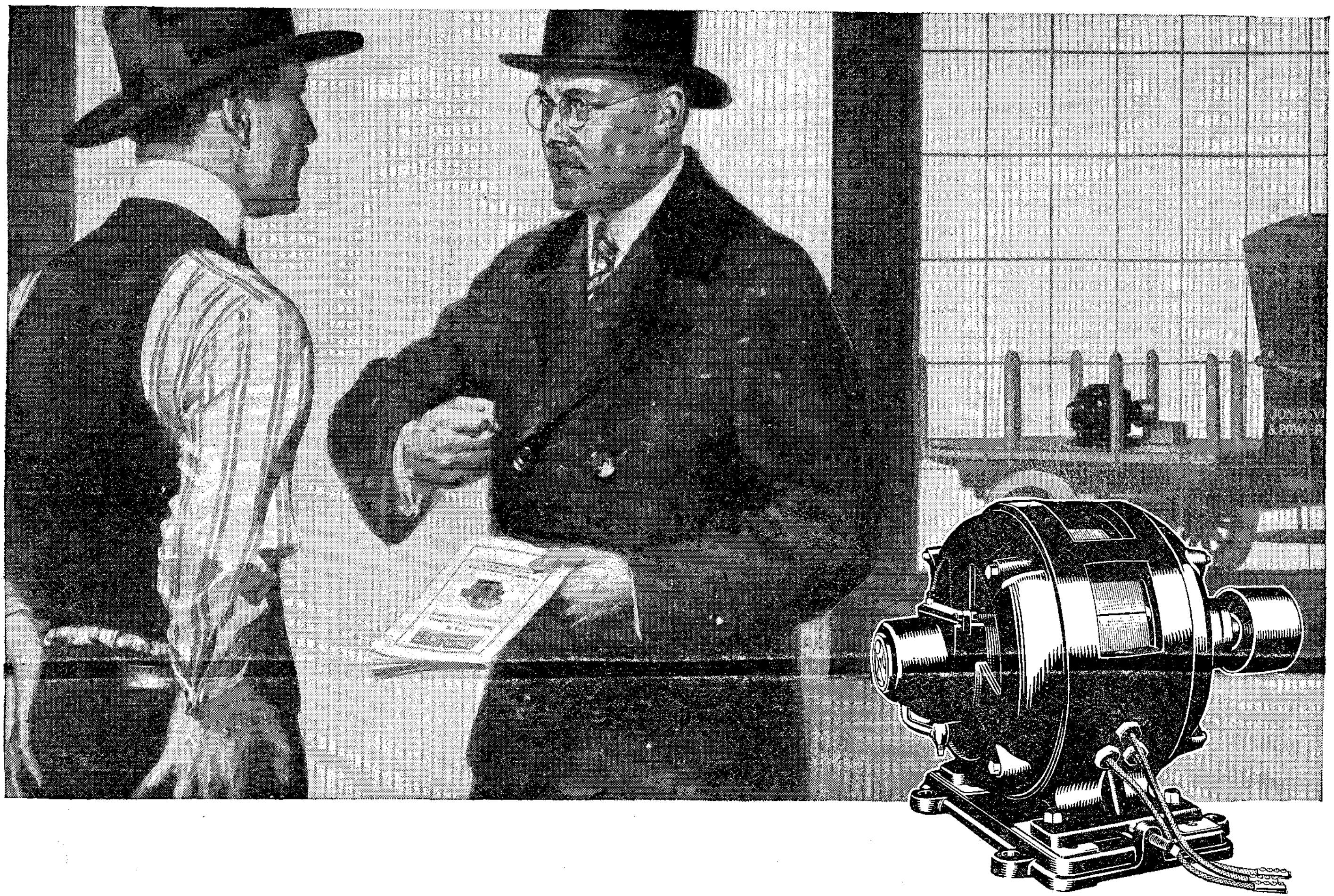
Cornell Wood Products Company
Department 19, 190 N. State Street, Chicago, Illinois

New York City Minneapolis Atlanta Denver Los Angeles Dallas

FOREIGN OFFICES:
Wellington, New Zealand Melbourne, Australia Johannesburg, South Africa

Largest manufacturers of wall-board under one roof.

Mills at Cornell, Wis., operated by 20,000 H. P. Water Power.



The Power Company's Ally

Robbins & Myers Motors and the Light and Power Company's expert are great friends.

For R&M Motors enable the expert to sell his commodity—*power*—on a basis of efficiency and economy.

They make electric power users enthusiastic; and in so doing win other customers to the electric way.

And this enthusiasm is permanent, because R&M Motors insure a consistency of production as marked as the low cost of maintenance.

In this way Robbins & Myers Motors foster a customer good-will that is twofold—for the motors themselves, and, through them, for the Light and Power Company's salesman.

He knows that he can recommend R&M Motors with every assurance of value and satisfaction.

He knows that back of every Robbins & Myers Motor is an experience of twenty-two years in this highly specialized field.

The responsible electric dealer also is an ardent R&M enthusiast by reason of the hearty co-operation of the Central Station given at all times.

He knows that every R&M Motor he sells stays sold, and that, in staying sold, evidences itself in prestige as well as profit.

As an electrical dealer he knows also that R&M Motors are found on the better motor-driven labor-saving devices that he sells, and that to be so equipped is a guarantee of like quality throughout.

Power users desirous of maintaining production at lowest cost should investigate Robbins & Myers Motors.

Makers of high grade motor-driven equipment also should learn of the operating efficiency insured by R&M Motors.

Electrical dealers and central stations find quality fully matched by co-operation in the Robbins & Myers line.

The Robbins & Myers Company, Springfield, O.
For Twenty-two Years Makers of Quality Fans and Motors
Branches in All Principal Cities

Robbins & Myers Motors

Speeding Production
Insuring Comfort
Simplifying Housework

said a lawyer, "but Montreal wanted to get rid of the saloons."

For a time the saloonists defied the law and liquor could be bought over every bar. Then they had that sober second thought that often has much value. They feared the prohibitionists planned to let them run so loose that the community would be shocked and thereby cinch the downfall of the saloon. So they voluntarily stopt—or partly stopt—selling whisky. Nowadays only known customers can get a shot.

"They are trying to justify the business of selling whisky by hardly selling it at all," said a dry-law advocate.

PRIVATES HAD A FAR HARDER LOT THAN OFFICERS, SAYS ONE WHO HAS BEEN BOTH

WHILE there was something of a scramble among applicants for entrance to the officers' training-schools at the outbreak of the war, there were also many who were content to enter the Army as privates with no particular ambition to attain a higher rank. An idea prevailed among these that while the life of a private was a strenuous one, so likewise was that of an officer, and in addition thereto the latter was burdened with responsibilities which more than outweighed any advantages his rank might carry with it. In harmony with this view was an article appearing recently in an English weekly, written by a correspondent, who stated that "so far as I have observed, being an officer is certainly more dangerous, more tiring, and not much more attractive (except for decorations) than serving in the ranks." To this statement exception is taken by St. John Ervine, the British playwright and novelist. Mr. Ervine speaks from experience, having worn the khaki both as an officer and as a private. "My experience," says he in the New York *Tribune*, "both as a private soldier and as an officer, is that whatever balance of safety and comfort there may be in soldiering, on active service it is always, or nearly always, in favor of the officer." This is a matter apparently to which Mr. Ervine has devoted some attention, for he says further: "All the conversations I have had with officers repatriated from Germany show that while the men undoubtedly had a very bad time indeed in Germany, the officers, on the whole, had a comfortable, if boring, time." He continues:

In every respect, whether at home or at the front or in hospital or even as a prisoner of war, the officer has a better time than the man. The officer suffers from few, if any, of the vexations and childish restraints that are imposed upon the private. There is absolutely no comparison between the life of an officer and the life of a soldier at home; the officer, even tho he be a boy of nineteen, is treated as a responsible person, who may stay out until twelve o'clock if he likes (or all night, for the matter of that), without a formal permit to do so, whereas the private soldier, even tho he be a middle-aged business man, must be in barracks by ten o'clock! The arbitrary fixing of "bounds" for soldiers does not apply (except in some cases, in theory) to officers. A soldier wishing to quit the dreary sand-hills of Etaples for the drearier promenade of Paris-Plage had to go through an elaborate process of obtaining a pass to do so; an officer hadn't. As a private soldier, I have had to spend several hours of my scanty leave in waiting about company office while an N. C. O. found an officer to sign my pass. As an officer, I merely suggested to the adjutant that perhaps the Army could get on for the week-end without my help, and he, with great promptitude, agreed that it could.

The officers got better food to eat, and better cooked. It appears that they were particularly well cared for in the matter of drink, and of a variety more powerful than 2.75 per cent. beer. Says Mr. Ervine:

The officer, particularly at home, but also in France, had better and more varied food than the men. I got more meat to eat as an officer than I got as a private soldier, altho I had less physical exertion to make. For some queer reason the War Office believes that a private soldier does not require any food after 4:30 P.M. An officer's dietary in France was monotonous, but it was plentiful, and it was much more varied than that of the men, and, on the whole, better cooked. Officers, perhaps, had too much to eat; they had certainly too much to drink. Men sometimes had not enough to eat, and, in the line, their drink consisted of tea of poor quality, or *café-au-lait*, tasting of petrol tins of water. Probably their drink was better for them than that of the officers.

I have never been able to understand why whisky was so easily obtainable both out of the line and in it. The men received no other alcoholic stimulant than that provided by a teaspoonful of rum after stand-to, but the officers had bottles of whisky every day. There was actually a time in my experience in France when it was easier to obtain whisky than it was to obtain rifle-oil, and I have known men to go into the trenches without rifle-oil at the same time that a train-load of whisky was lying at rail-head. (I am glad to say that that particular train-load of whisky was captured in March, 1918, by the *Boche*, and I hope it made him very drunk and very sick.

The aftermath of that lavish distribution of whisky in France is the present great number of young officer-drunkards. I have often noticed in mess and in hospital that while older officers either ask for water or some non-alcoholic drink, young officers, particularly the very young officers, call always for "a large whisky and soda, please!" War-strain, of course, had something to do with the making of drunkards out of decent lads, but I can not help but think that officials who sanctioned the lavish distribution of this filthy spirit in France have a very heavy responsibility resting on them.

Honest beer—if the word honest is applicable to beer nowadays—would have been better for the officers and would certainly have done the men no harm.

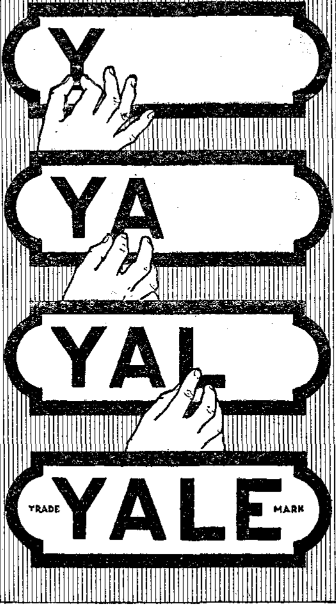
The officers also enjoyed better housing conditions, including the inestimable boon of adequate facilities for ridding themselves of "cooties." As we read:

Housing arrangements at home, at the base, and in rest stations were much better for the officers than the men; so were the "shelters" and "dugouts" in the line. The officers had facilities for washing which simply did not exist for the men, and altho the bathing arrangements in France were

Why does just one word

in locks and hardware

mean quality to you?

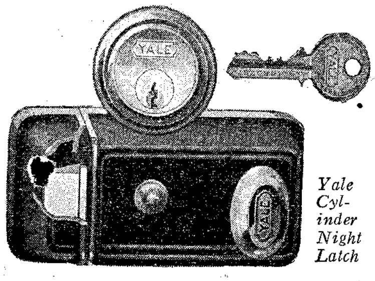


because—

back of that trade-mark "Yale"—on whatever product it appears—stands the prestige and reputation of the Yale organization that for 50 years has proved in the performance and service of its product the right to world leadership.

"Yale" on a Night Latch, or Padlock, or Door Closer, on Builders' Locks and Hardware, on Cabinet Locks and Chain Blocks—or on the Timelocks that safeguard the bank vaults of America, stands as a guarantee of quality before you buy, and the certainty of satisfaction when in service.

The Yale & Towne Mfg. Co.
9 East 40th Street, New York City
Chicago Office: 77 East Lake Street
Canadian Yale & Towne Ltd.
St. Catharines, Ont.



Yale Cylinder Night Latch

pretty good—much better than at home—they were not so accessible to the men as they were to the officers. The men were always more or less verminous, however fastidious their personal habits might be, but officers seldom were. An officer, when his battalion was out at rest, could count on getting a hot bath nearly every day; a man could not count on getting one more often than once a week.

In the matter of sickness, particularly of the inevitable sicknesses that come on men living the simple life in the trenches, officers fared better than the men, and it was easy enough for a tired or nerve-strained officer to get sent down from the line to the nucleus at the rest-billets, but it was almost impossible for the men to do so. An officer who had "the wind up" could manage to get away to the transport lines, but a man with "the wind up" had to stay in the line and get it down again in the best way he could. An officer whose nerve had gone could hope for recognition of the fact; a man couldn't. Officers got leave more frequently than men did. I never heard of a private soldier getting leave to go to Amiens or Paris, except, say, a soldier connected with the Divisional Concert Party or employed on mess affairs.

Officers were supposed to get home leave at the end of every four months—the intervals were rather longer than that unless the officer was at the base or at a school of instruction—but a man was supposed to get home leave about once a year! I knew men who had not had home leave from France for eighteen months.

WERE YANKEE PRISONS IN FRANCE WORSE THAN LIBBY OR ANDERSONVILLE?

SEVERAL Southern readers object to comparisons between conditions prevalent in Southern prisons during the Civil War and those which prevailed recently in American prisons in France, where soldiers of the A. E. F., as recent investigations have disclosed, were horribly mistreated. The conditions revealed in France, it is said, are worse than those which have been proved of the famous Libby prison in Richmond, or the equally famous one at Andersonville. Why should not this comparison have been made of Camp Chase, Camp Douglass, or Johnson's Island, all famous Northern prisons, with a reputation in the South quite equaling that which Libby and Andersonville enjoyed in the North? asks C. G. Fennell, proprietor of the Guntersville (Ala.) *Democrat*. "Were prisoners ever more cruelly treated than in the Northern prisons?" Mr. Fennell continues:

> And is there any reliable evidence that any cruelty was practised in Libby or Andersonville that could be avoided? Prisoners were on short rations—so was the Army in the field. Overtures for exchange were met with rebuffs from Washington that were in poor keeping with the high plane on which the Government claimed to be waging war.
>
> This protest will probably find its way to your waste-basket, as it has been my experience that the most excellent papers in the North will publish anything that reflects on the South, but are timid about giving publicity to a rejoinder.

The operation shown here—wringing from blue water to basket while another batch of clothes is being washed—can be accomplished only with a washing machine equipped with All-Position Swinging Wringer. Insist on this feature. No washer can render 100% service without it.

A-B-C Super Electric

America's Leading Washing Machine

A-B-C is more than the name of a washer.

—it represents a SERVICE to housewives that means washing and wringing done quickly and with ease, making washday a real pleasure.

—it is the symbol of systematized modern home laundry methods.

—it stands for simplicity in a high-grade electric washer. (A child can operate the A-B-C Super Electric.)

—it indicates its maker—Altorfer Bros. Company—who were pioneer washing machine manufacturers, and now rank the world's largest exclusive makers of electric and power washers.

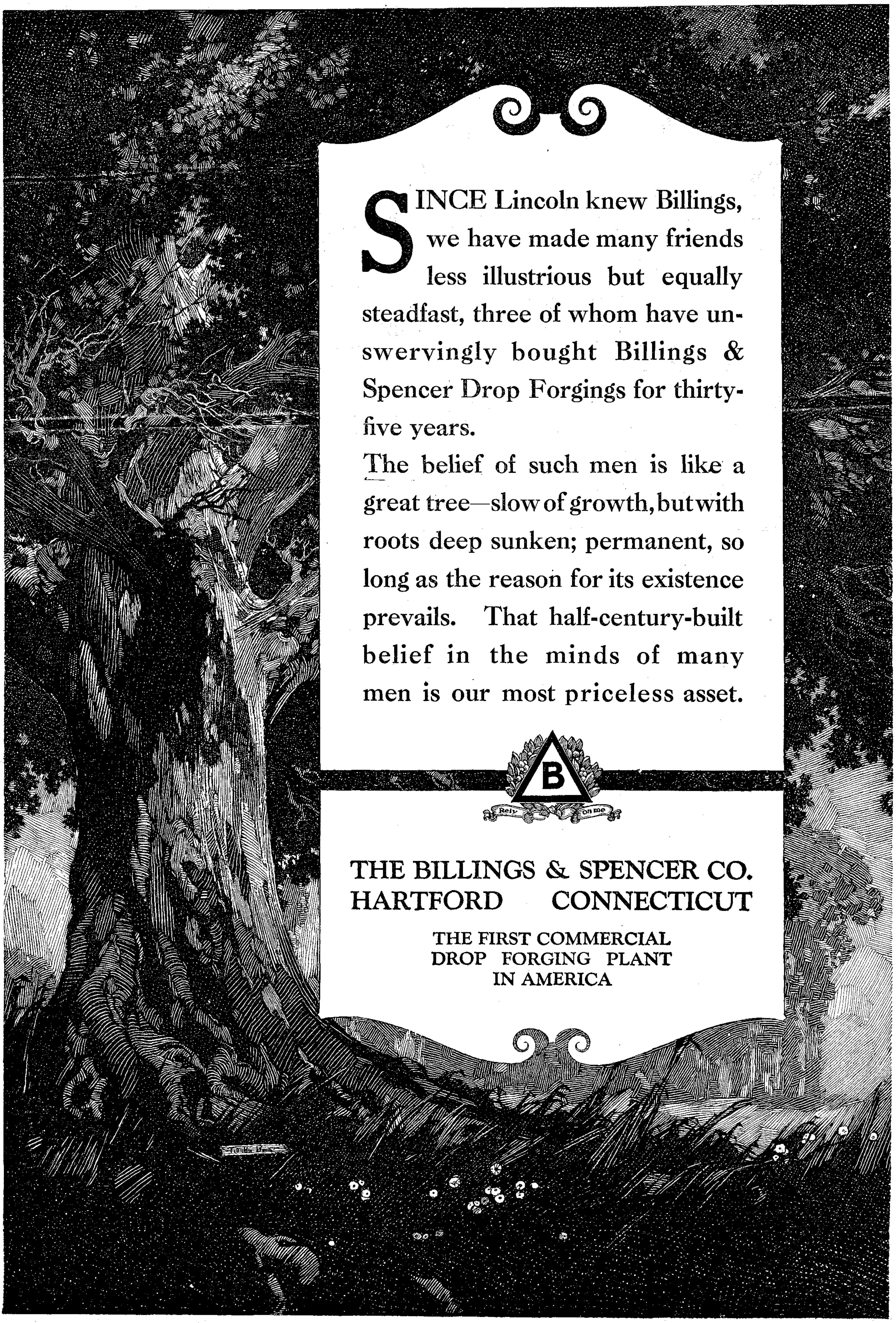
To possess an A-B-C Super Electric Washer is *economy*—"putting off" buying is a positive *extravagance.*

There's an A-B-C dealer near you who will gladly demonstrate this remarkable washer in your own home, without charge, and arrange easy terms of payment. Try it at home and see how well it will please you.

Write for "The A-B-C of Washday," 20 illustrated pages of suggestions for systematizing your washings—and the name of your nearest dealer.

ALTORFER BROS. COMPANY, Peoria, Illinois

Largest exclusive makers of electric and power washing machines in America



SINCE Lincoln knew Billings, we have made many friends less illustrious but equally steadfast, three of whom have unswervingly bought Billings & Spencer Drop Forgings for thirty-five years.

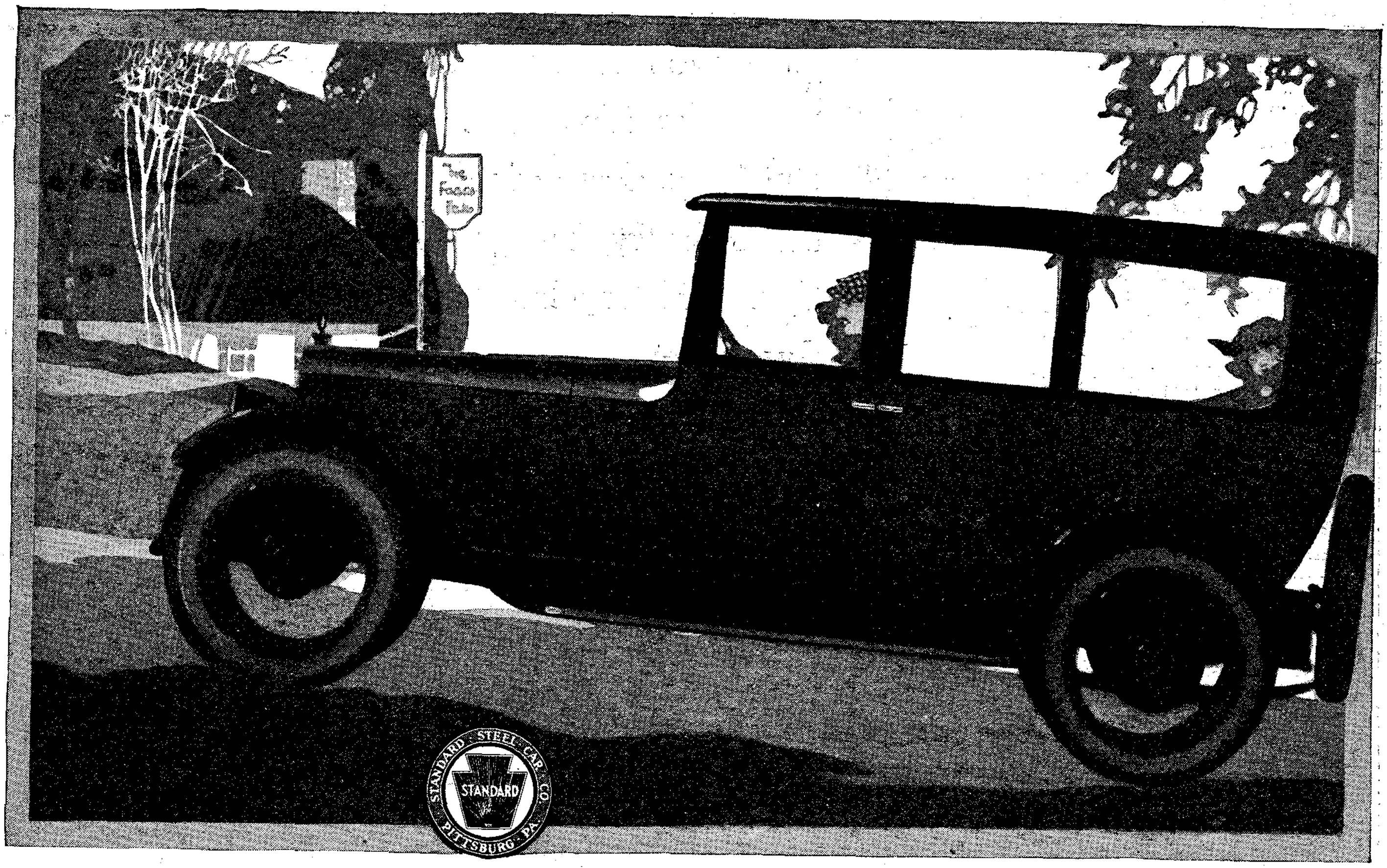
The belief of such men is like a great tree—slow of growth, but with roots deep sunken; permanent, so long as the reason for its existence prevails. That half-century-built belief in the minds of many men is our most priceless asset.

THE BILLINGS & SPENCER CO.
HARTFORD CONNECTICUT

THE FIRST COMMERCIAL
DROP FORGING PLANT
IN AMERICA

STANDARD EIGHT

A Powerful Car


STANDARD STEEL CAR CO. PITTSBURG, PA.
STANDARD

Luxury of Power
Combined with
Beauty of Line

WHEN men or women talk with pride about their automobiles, they naturally seem to put much emphasis on *power.*

Power, and lots of it, sells cars. It makes owners better pleased with their cars. There is no luxury like the sense of power.

We have combined the 83 horsepower of the Standard Eight with a trim, artistic body of almost spirit-level straightness. Ventilator in cowl, an improved wind shield—these and other features add beauty and convenience to a power such as sagas might be sung about.

STANDARD STEEL CAR COMPANY
Automotive Dept.
Pittsburg, Pa.

LONDON'S TRAFFIC CONDITIONS NOW WORSE THAN NEW YORK'S

TIME was, and that not so long ago, when the crowded conditions of New York's subways, and the daily fight for the cars at Brooklyn Bridge during rush hours, could not have been matched anywhere else on the globe. English visitors were filled with horror and amazement not only by the rib-cracking jams which the citizens of our chief metropolis daily endured, but also by the comparatively meek way in which the said citizens put up with bullying and man-handling by minions of the street-railway companies. In all of these respects Manhattan Island has lost its preeminence in favor of London. Every afternoon there is now a scrimmage where the busses draw up at Piccadilly Circus as violent as anything that New York can offer. And the congestion on the railways that carry the Londoner home from his daily work is equal to anything known on the New York elevated or subway. A London correspondent of the New York *Evening Post* is responsible for these statements, and for others relating to London traffic troubles, to wit:

"I have been in a submarine without ventilation," said Clement Edwards, M. P., the other day as spokesman of a deputation to the Government, "and I say quite frankly it is free breathing down there compared with the state of things you get on the 'tubes' in the pressure time."

Mr. Edwards declared that there was not an evening when, between Westminster and Barking, there were not from thirty to sixty cases of fainting in the cars. The report, just issued, of a Parliamentary Committee refers to "dangerous crushes in stations, lifts, and trains," and to "wearisome waits in streets in inclement weather for standing room in vehicles that arrive already packed to excess." "Twice a day," says the report, "for about two hours passengers are forced to subject themselves not merely to physical discomfort but too often to actual physical suffering, in their endeavors in the morning to reach their places of business and in the evening to return to their homes." It is further stated that this suffering is often of such a nature as to leave its victims temporarily unfitted for their ordinary duties. This account of the situation can be confirmed by any one who happens to be in London just now, and he is lucky if his acquaintance with these conditions is only that of an onlooker.

The transport needs of London are met by a variety of agencies. In the first place, there are the ordinary railways, which handle a very large amount of suburban traffic in addition to their long-distance trains. These were supplemented many years ago by the underground railways, known as the District and the Metropolitan (or Met.). Later still a valuable addition to the means of transit from one part of London to another has been supplied by the construction of several "tubes." There is an extensive system of street-railways, or tramways, as they are called in England, and the old horse-drawn omnibuses have been superseded by motor-busses running at short intervals on more than one hundred different routes. Then there are the taxicabs. For each of these means of locomotion the demand at present greatly exceeds the supply.

Even in peace time the requirements of the population of London were beginning to outstrip the facilities provided, but the war has brought the problem to a head. Shortage of labor and materials, which has so hampered industrial enterprises generally, has affected city transport also. The London railways, including the tubes, have suffered from the enlistment of many of their men, and from inability to obtain materials for the repair of cars that break down. No new rolling-stock has been built since the beginning of the war, and some of the stock now in use ought to be in the repair-shop. The same is true of the tramways, which have been unable to get new cars or to obtain the parts necessary for renewals, with the result that they have now only 1,210 cars in service, as against 1,452 before the war.

The motor-bus companies, in addition to suffering from these difficulties, have had a good deal of their stock commandeered from time to time by the British Government for military purposes. This trouble began in September, 1914, when, we are told:

There came one day a telephone inquiry from Winston Churchill, then First Lord of the Admiralty, as to whether, within fourteen hours, seventy-five omnibuses, equipped with volunteer drivers and kits, maintenance gang and stores, could be supplied to provide the entire transport for the Antwerp expedition. The best omnibuses in the service were selected and specially overhauled during the night, while volunteers, most of whom only left their routes at midnight, were with their busses on the embankment at 8 A.M. on the following day for this purpose. The following month there was a request for 300 busses and 330 drivers for the operations on the Aisne. In all, no less than 1,319 motor-busses out of the 2,750 normally working in the streets of London were withdrawn and sent to France at various times during the war. At the end of the war the total number being regularly run in London was 1,796, which has since been increased to over 2,000, but is still a long way below the prewar figure.

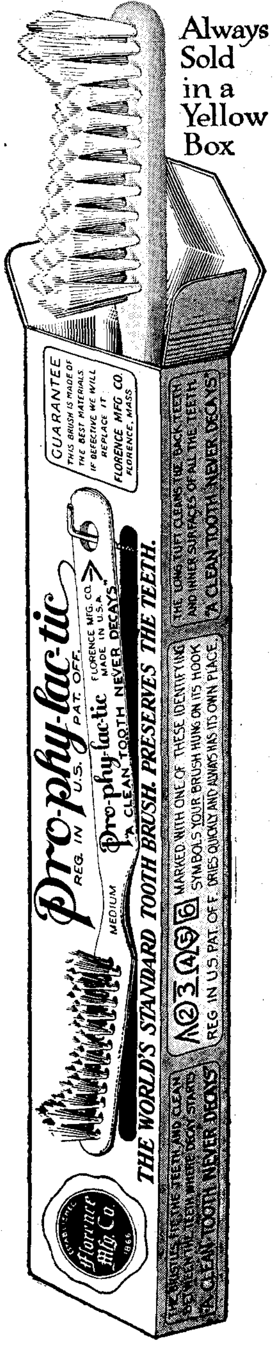
With the taxis the special trouble has been the shortage of petrol, with the consequent official restrictions on its use. In this respect matters have greatly improved of late, but a few months ago the number of taxis plying was so greatly reduced as to cause general inconvenience and delay, especially to intending railway passengers, who were often at their wits' end to find any means of getting their baggage conveyed from their homes to the station.

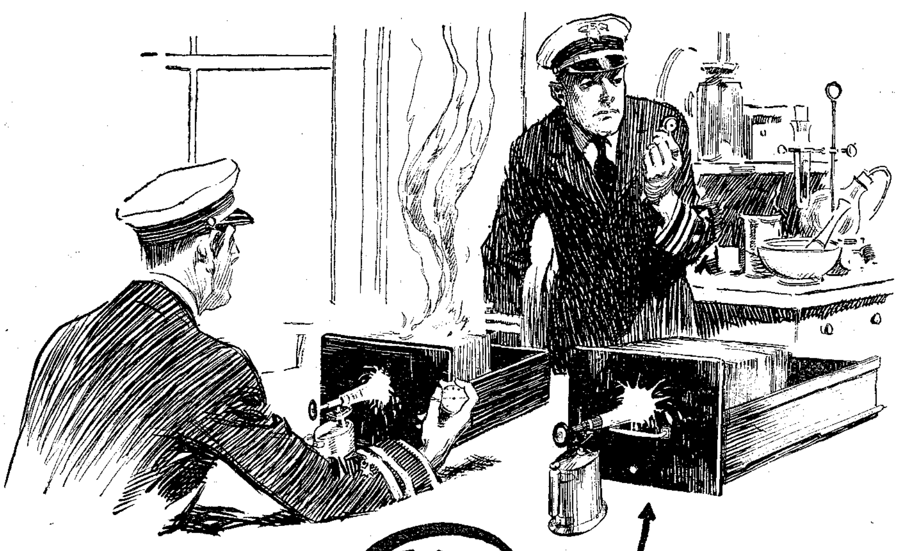
These causes alone would account for a large proportion of the present congestion. But to make matters worse, concurrently with this decrease in travel facilities there has been an increase in the number of persons wanting to use them. The "great wen," as William Cobbett called London, has added to itself a large accretion since the beginning of the war. Many of the newcomers have been transients—soldiers on leave, visitors from America and the colonies, munition-workers from the country, and persons engaged for the time on government business that required their frequent presence at the center. Many of these have been accompanied by relatives and dependents. Another census will be due in 1921, and we shall then have some idea of the difference all this has made to the permanent population of the metropolis. Certainly the addition will prove to be considerable, for a good many people who came here during the war had first uprooted their

"A Clean Tooth Never Decays"

Brush Your Upper Teeth Downward and Your Lower Teeth Upward

Always Sold in a Yellow Box


GUARANTEE
THIS BRUSH IS MADE OF THE BEST MATERIALS. IF DEFECTIVE WE WILL REPLACE IT
FLORENCE MFG. CO. FLORENCE, MASS.
Pro-phy-lac-tic REG. IN U.S. PAT. OFF.
MEDIUM
Pro-phy-lac-tic FLORENCE MFG. CO. MADE IN U.S.A.
"A CLEAN TOOTH NEVER DECAYS"
THE WORLD'S STANDARD TOOTH BRUSH. PRESERVES THE TEETH.
Florence Mfg. Co. ESTABLISHED 1866
THE BRISTLES FIT THE TEETH AND CLEAN BETWEEN THE TEETH WHERE DECAY STARTS "A CLEAN TOOTH NEVER DECAYS"
MARKED WITH ONE OF THESE IDENTIFYING SYMBOLS YOUR BRUSH HUNG ON ITS HOOK DRIES QUICKLY AND ALWAYS HAS ITS OWN PLACE. REG. IN U.S. PAT. OFF.
THE LONG TUFT CLEANS THE BACK TEETH AND INNER SURFACES OF ALL THE TEETH "A CLEAN TOOTH NEVER DECAYS"



The flame "Y and E" test that convinced the Government

WHETHER it's armor plate or ice-boxes, the Navy buys nothing by guesswork.

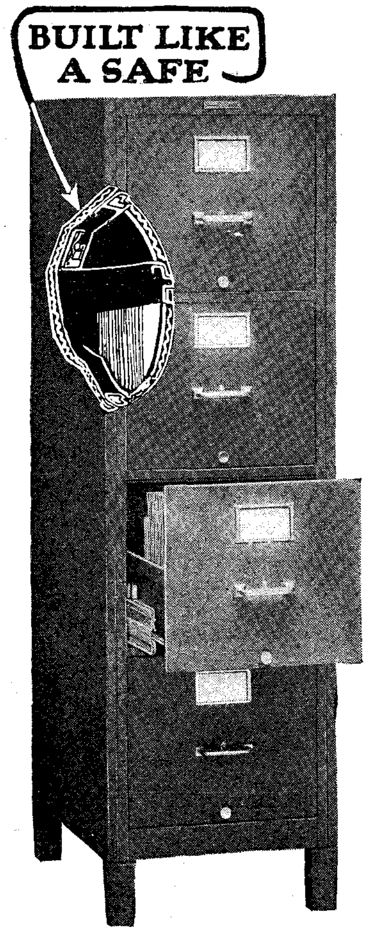
So when the Navy needed filing equipment, for use on the seas as well as ashore, they examined and tested many filing cabinets for fire and heat resistance qualities.

In their test the Navy officials applied the intense heat of a power-blast Bunsen burner to several of the best known makes of steel cabinets. The flame, measured by the pyrometer, was the same for all cabinets.

Since a plain steel wall is a conductor of heat, the papers inside of the ordinary steel cabinets began to smoulder and, almost immediately, burst into flames.

But, when the Navy officers applied the flame to the "Y and E" Fire-Wall steel filing cabinet there was a far different result—

The layer of asbestos in a dead air chamber between *two* walls of steel really *protected* the papers within from the flames. The "Y and E" Cabinet proved to be over *three times as fire-proof as any other steel filing cabinet made.*



FIRE-WALL STEEL FILING CABINETS

When you buy these better cabinets you pay the price of an ordinary cabinet and get *"Built-like-a-safe"* construction. One fire would convince you. Why wait for a fire?

It will pay you to get our new booklet

YAWMAN AND ERBE MFG. CO.
934 St. Paul St., ROCHESTER, N. Y.

One Store or Representative in Every City
Makers of "Y and E" Filing Devices and Office Systems

4,000 "Y and E" Products

Efficiency Desks
Card Systems
Steel Shelving
Wood Filing Cabinets
Blueprint Files
Vertical Systems and Supplies
Steel Filing Cabinets
Record Filing Safes
Safes—etc.

In Canada: The Office Specialty Mfg. Co., Ltd., *Newmarket, Ont.*

homes in the provinces and have since become so enamored of life in London that they are loath to go back. It has been estimated that 3,000,000 extra people have been brought within Greater London at one time or another during the war. This invasion has necessarily put a great strain upon its transit resources, for no one comes to London with the intention of staying indoors all day. The consequent increase in the volume of traffic has been enormous. The local railways actually carried 152,000,000 more passengers in 1918 than in 1914, being an increase of 69 per cent., and that in spite of the raising of fares. Taking the local railways, tramways, and omnibuses together, the number of journeys per head of the population was 346 in 1918, as against 267 before the war. The armistice brought little relief, for there was still a great deal of military traffic. There remained contingents of American and Dominion soldiers who went about a great deal, and the waking up of ordinary business after the stagnation of the war led to the hauling of great quantities of goods and to the bringing out of motor-cars that had been laid up. All this helped to promote the congestion of traffic in all parts of the metropolis.

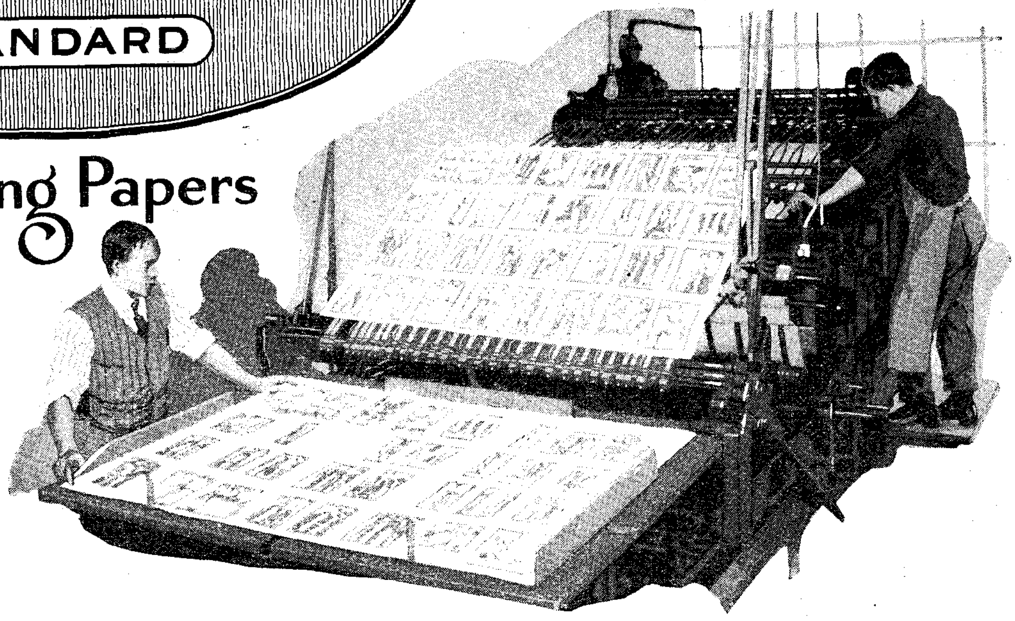
Among the contributory causes of the prevailing congestion in London are some that might not, at first thought, be suspected. A tramway manager, for instance, in giving evidence before the Parliamentary Committee, mentioned the daylight-saving act. This operates to complicate matters in the following way:

After returning home from business, people go out again to sports and amusements owing to the longer period of daylight now available for such purposes. The earlier closing of stores and the shortening of the working-day have also had the effect of concentrating the traffic into a shorter time. The committee's report called attention to this feature, and pointed out that it would soon be intensified by the general legalization of the eight-hour day, which is likely to be carried into effect before the winter. This will make the hours of labor of those engaged in purely industrial pursuits coincide with the hours of those employed in other grades of commercial life. One witness exprest the opinion that not only shorter hours but larger wages had something to with the congestion, for one of the first things people do when they receive extra money is to travel. They like to ride. A further cause alleged during the inquiry was the difficulty experienced in obtaining houses by people who have changed their places of work, and who therefore find themselves compelled to stay on in their present homes and make a double journey daily.

In so far as the congestion is due to lack of cars and busses, it will be remedied in course of time, but there is no prospect of any considerable improvement in this respect in the near future. The cost, too, will be a serious item, for a tram-car that could be built before the war for £1,000 can not now be had for less than £3,000, and the price of a new motor-bus has similarly gone up from £682 to £1,179. Lately a few hundred motor-lorry chassis have been taken over from the Army and fitted with seats, but they are very unsatisfactory substitutes, and can not be regarded as more than a temporary expedient to relieve the shortage.

Many other proposals have been made. It has been suggested that new tube railways should be constructed; that new

Warren's
STANDARD
Printing Papers



For Whatever You Plan to Print

WARREN'S Paper Buyer's Guide is a book, bound in boards, containing 108 pages made up of the Warren Standard Papers in their various weights and tints—replete with every conceivable form of illustration of both commercial and non-commercial printing. This book is a real help and of real value, almost as useful as a type specimen book—a little more constructive, we think.

It may be seen in the public libraries of the larger cities and is in the offices of all paper merchants who sell Warren's Standard Printing Papers.

GO through fifty of the largest print shops and look at the work running on every press in each shop. All the different kinds of work will fall into less than a dozen classes. On some presses there will be de luxe jobs, printing beautiful soft-toned illustrations of the sort that the dull finish of Warren's Cameo reproduces so well. Another press may be running a job of semi-dull stock for which Warren's Silkote is standard. Other presses will be carrying glossy-coated paper jobs. There is need for three or four papers in this class.

The Warren Standards in glossy papers are: Warren's Lustro, glossy-coated for highest quality half-tone work; Warren's Warrentown, glossy-coated especially developed for process color printing; Warren's Cumberland Coated, which is a generally popular, relatively inexpensive glossy-coated paper.

Along with which should be mentioned: Warren's Printone, a semi-coated paper especially suited to large edition work requiring half-tones; Library Text, an English finish paper taking medium screen half-tones satisfactorily.

Then there are the non-coated book papers, where the following Warren Standard Printing Papers will cover the entire field of printing need: Warren's Cumberland Super Book, a super-calendered paper of standard quality for half-tone, line, and text; Warren's Olde Style, a watermarked antique paper for distinctive book work devoted to type and line cuts; Warren's Cumberland Machine Book, a moderately-priced machine finish paper of the first quality; Warren's Britannica India, for thin editions; Warren's Artogravure, egg-shell finish for offset.

S. D. Warren Company, Boston, Mass.

BETTER PAPER—BETTER PRINTING

types of cars should be introduced, making it possible for a load of passengers to be emptied more quickly; that the station-platforms should be lengthened, enabling longer trains to be run; that trailers should be attached to the busses; that the "dead ends" of the tram routes should be linked up; that a motor-boat service should be started on the Thames corresponding to the taxi service on land; that new plans should be introduced for the regulation of street traffic and the prevention of blocks, and so on. Some of these proposals would doubtless be worth trying, but others would only remedy old difficulties by creating new ones. Perhaps the first step should be that recommended by the Parliamentary Committee—the establishment of a Supreme Traffic Board, with authority to coordinate all the existing services and carry out necessary improvements. At present important powers are shared between the Metropolitan police, the Board of Trade, the Home Office, the Health Ministry, and the London County Council, to say nothing of the two hundred various local authorities who can initiate nothing, but who possess considerable rights of veto on proposed changes. But, after all, there can be no complete solution of the problem as long as so vast a population lives and works within the London area.

THE PEACE OF MIND OF A PEACEFUL PEACE CORRESPONDENT IS DISTURBED BY A KEY

A MAN doesn't often arouse the suspicions of the police merely because he carries the key to his room in his pocket. Such, however, according to his own story in *The Sunset Magazine* (San Francisco), was the experience in Paris of Edward Bellamy Partridge, special peace correspondent of that publication. Not only did he get in bad with the Paris police, but carrying this pestiferous key caused him painful embarrassment in the presence of the Prince of Wales and General Pershing. It will be inferred from this that the key in question was an unusual one, and so it was. Mr. Partridge informs us that "it took two maids to carry it." In fact, he says he did not recognize it as a key when it was first carried into his room, but took it to be a part of a grate, wherefore he asked the maids to build a fire on it. However—

> This they declined to do in a brief statement of about a thousand words, from which I finally gathered that it was a key. I went over and examined it. It was fully a foot long. The handle was patterned after the ace of clubs, and the lug closely resembled a formal Italian garden with pathways, pergolas, and everything except trickling water and moss-grown statuary.
>
> "Is it the key to the city?" I asked. Distinguished Americans were being given that sort of thing in Europe just then.
>
> "Oh, no, *m'sieur*," they assured me. "It is the key to *m'sieur's* room."
>
> "And am I expected to carry that round on my person?" I asked.
>
> "That is for *m'sieur* to say. It is the custom of the country."
>
> I thanked them a bit skeptically, and after they had gone I took the key over and tried it in the lock. To my astonishment I found that it actually was the key to that room; it would lock and unlock the door; but when I turned it, it made a noise like opening a safe. However, as all my earthly goods and chattels were in that room I locked the door, thinking that I could put the key in one of my trouser-pockets; for the trousers of my uniform are very roomy and the pockets are large and deep.
>
> But the key was too much for them. When I tried it in a side-pocket it stuck out like the boom of a ship; and when I put it in a hip-pocket, the handle made a big lump under my coat in the neighborhood of my shoulder-blades. At last I managed to get it into one of the large bellows-pockets on the side of my jacket and to button down the lid. It felt very heavy and looked very awkward there, but I started out nevertheless.

He was going to the press-rooms, and instead of walking, as he usually did, he thought he would ride; and it was while waiting for a car that he first encountered the police. His attention was attracted to a *gendarme* who was surveying him with the look an experienced policeman always gives a person whom he suspects. The officer's eyes were fixt intently on the pocket where the key was. So the correspondent, thinking to evade the disconcerting gaze of the minion of the law, turned around. But—

> When I happened to look round again, which I did very shortly, that *gendarme* had moved and was looking at me from the other side. His eyes were still fixt on that distorted pocket.
>
> I prest forward into the crowd, and when I glanced back and saw that the *gendarme* was pressing after me, I prest right through and hurried across the street.
>
> For a few blocks I didn't pay much attention to where I was going. As a matter of fact, I was looking backward more than I was forward. I guess I must have been taking a short cut, for I found myself walking rapidly through streets that were quite unfamiliar to me. However, when I was convinced that there were no *gendarmes* anywhere round I walked more slowly. After that I began to enjoy my walk, altho I was conscious of a heavy, dragging sensation in my left shoulder.
>
> When I stopt to investigate I found that it came from carrying that heavy key in my pocket; so I went over and leaned against a lamp-post to rest my shoulder. I was in this position when a little man, wearing a dark-blue uniform and a yachting cap with gold letters on it, came along and stopt in front of me. He had on wooden shoes which had been brought up to date by the addition of a pair of rubber heels, and was carrying a pail of suds and a scrubbing-brush.
>
> He set down the pail and touched his hat to me. "*Pardon, m'sieur*," he said.
>
> "*Bonjour, m'sieur*," I replied.
>
> "*Pardon, m'sieur*," he repeated. "I must be about my work."
>
> "Well, go ahead," I laughed. "Who's stopping you?"
>
> "But, *m'sieur*—"
>
> "Say, what's the matter with you French people anyway?" I asked jokingly. "You always have to do so much talking. Why don't you go on and *do* your work?"
>
> "If *m'sieur* insists—" he said with a shrug of the shoulders that ought to have led me to believe that he had an unpleasant duty to perform.
>
> Then he dipt the scrubbing-brush into the pail of soapy water and began to wash off the bottom of the lamp-post. Naturally I got a good deal of soapy spray on me before I could get out of the way—but I had a good laugh at his expense. For it was perfectly obvious to any thinking person that he had been sent out to clean the street lights, and here he was washing them at the bottom instead of at the top!
>
> He scrubbed that post thoroughly from the ground up about three feet, and then he picked up his bucket and started on.
>
> "Hey, *m'sieur*!" I called to him feebly, for I was almost helpless from laughter. "Wait a minute!"
>
> "*M'sieur*?" he said as he stopt and waited with great respect.
>
> "How long have you been on this job?" I asked.
>
> "Job? What is job?"
>
> "Work," I explained; "washing these lamp-posts. You're a new man, aren't you?"
>
> "New man? What is that?"
>
> That is the way with the French. They are slow to catch on. "I mean you're new on the job," I began, and then when I saw he was not catching my meaning, I asked: "How long have you been doing this work?"
>
> "Six years, *m'sieur*."
>
> "And have you been washing the bottoms of the lamp-posts for six years and never once cleaned the glass at the top?" I exclaimed.
>
> "Yes, *m'sieur*."
>
> "And in all that time has nobody ever told you that you were doing the thing all wrong?"
>
> "No, *m'sieur*."
>
> And with that he picked up his bucket and trudged off down the street to the next lamp-post. I followed. And when he began to wash the bottom of this one I interfered.
>
> "Look here, *m'sieur*," I said; "don't you realize that you are wasting the taxpayers' money, and giving them absolutely no return for it? What you are supposed to do is to clean up the glass and let the light out!"
>
> For a while he listened to me with a bored expression, and then started to go on with his work; but I detained him.
>
> "You don't understand," I said. "Let me take that brush and I'll show you what I mean."
>
> For some reason he seemed to be reluctant to let me take it, but I quite insisted. I caught hold of the brush, and gently but very firmly took it away from him. He resisted me in a very mean way when one stops to consider that I was bent only on doing him a favor. He pulled and tugged at the brush most ungratefully, at the same time crying out French words that, tho wholly unfamiliar to me, sounded strangely like profanity.
>
> However, I had obtained possession of the brush and was about to climb the lamp-post and show him just exactly what I meant, when a *gendarme* burst through the crowd that had gathered round us and—and separated us. And when the officer asked what the trouble was, that miserable little lamp-post grafter said that I had been interfering with him in the performance of his duty as a public servant.
>
> I had a very hard time—with my limited French—explaining these charges away, and was just beginning to succeed when the *gendarme* got his eye on the bulge of my coat-pocket. That settled things for me, and he took me by the arm and led me away.
>
> As we went along I could not help picturing myself being thrown roughly into one of those damp, cold, underground dungeons that have played such a part in the history of France. I knew that in addition to languishing there I would certainly catch my death of cold, and I made up my mind to buy my liberty at any price—even at the

how MICHELIN eliminates thin spots in tubes

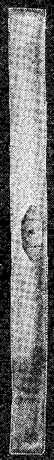
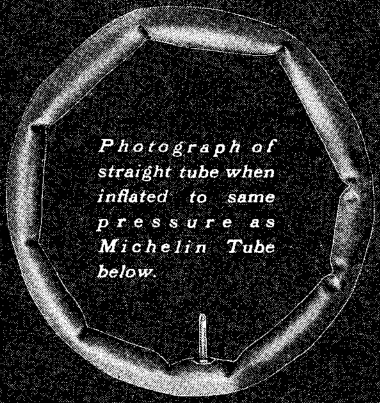


Fig. 1

All tubes other than Michelins are straight when deflated as shown above.



Photograph of straight tube when inflated to same pressure as Michelin Tube below.

Fig. 2

Straight tubes when forced into ring-shape by inflation, stretch on the outside, or wrinkle next to the rim as illustrated in this photograph.

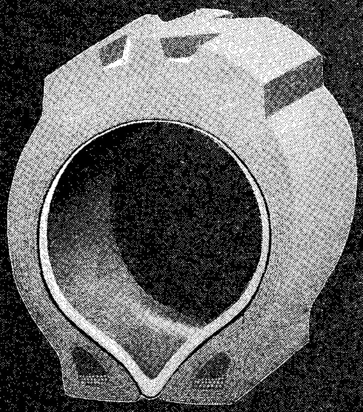


Fig. 3

The result is that straight tubes are stretched thin next to the road where they should be strongest and crowded next to the rim, making them difficult to fit without pinching.

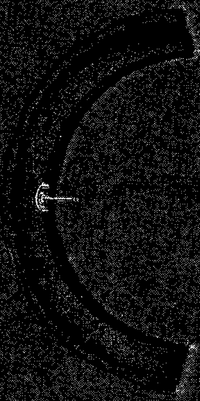
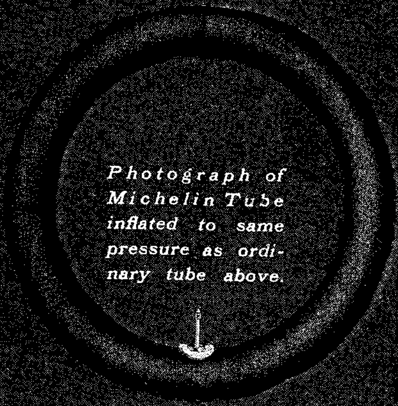


Fig. 4

On the other hand, Michelin Tubes when deflated are crescent-shaped as shown, because they are made circular like the casing itself.



Photograph of Michelin Tube inflated to same pressure as ordinary tube above.

Fig. 5

Consequently ring-shaped Michelin Tubes fit naturally when inflated. Wrinkles and folds in Michelin tubes are unknown.

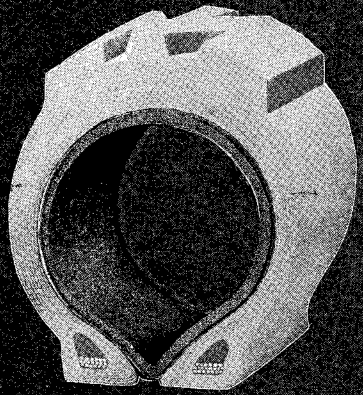


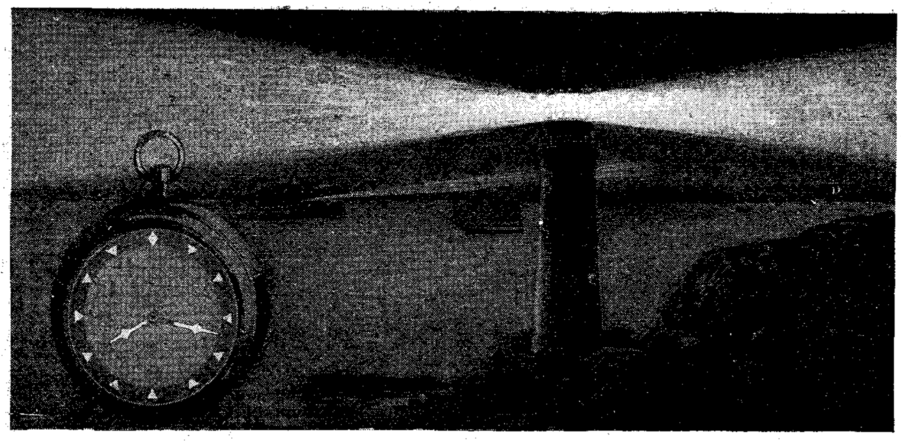
Fig. 6

The result is that Michelin Tubes when in service are full strength all around, and are fitted easily with little danger of pinching.

Michelin Tubes are unequalled for durability, yet they are not high-priced.

MICHELIN TIRE COMPANY MILLTOWN, NEW JERSEY

Michelin Tire Co. of Canada, Ltd., 782 St. Catherine St. W., Montreal
Dealers in all parts of the world.



Just as the light house lamp dependably tells the ship's course, so do the clear, glowing radium signs of

GILBERT
NIGHT AND DAY
Radium Dial Clocks

tell you the time of night.

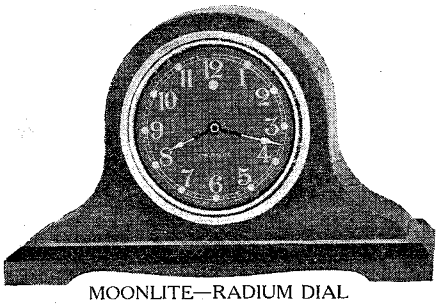
This exceptionally convenient clock service results from the brighter and more lasting luminosity of the radium markings placed opposite numerals. So complete is the efficiency of these capable clocks that their visibility in darkness is guaranteed for years.

Don't put up with half-time clock service longer. Enjoy one of these indispensable Radium Gilberts, which "make night time plain as day."

Ask your dealer to supply you

WILLIAM L. GILBERT CLOCK CO.
Dept. L. D.
Good Clockmakers since 1807 at
WINSTED, CONNECTICUT

DEALERS: Sell Gilbert Radium Clocks in your part of town. The market has come to you. Write, sending jobber's name, for profitable proposition.



MOONLITE—RADIUM DIAL
One day time movement in polished mahogany case, 5 inches high with 3 inch dial

price of showing that key, and perhaps a five- or ten-franc note besides.

I first showed him the bank-note. It interested him greatly. He took it in his hands and scrutinized it closely. And as he was scrutinizing it I began to unbutton the flap of my pocket so as to get out the key.

Suddenly he turned to me and said, "*Allez vite.*"

You may understand that is the equivalent of "Beat it." I did; and I *allez-ed* without waiting to make any explanations whatever.

He finally arrived at the press-rooms without further mishap, and there learned that the Prince of Wales was in the city and desired to meet the representatives of the American press. Of course, he wanted to meet the Prince, but he didn't see how he could do it loaded down with that terrible key. He, therefore, decided to "lose" the monstrosity by permitting it to drop gently into the grass beside the walk. It seems superfluous to relate that just as the correspondent was getting used to the relief of having his pocket unencumbered, a beggar appeared on the scene and with a grin of delight handed him back his key so everybody could see it. He gave the beggar a franc, and a minute afterward had deposited the key in a large trash-box. But a man standing near immediately fished it out and restored it to its owner with the explanation that the trash-box was for paper only, which transaction cost the American another franc. By this time he realized that escape there was none, wherefore, with a sigh, he put the key in his hip-pocket. The handle made a big lump on the small of his back, but he hoped he could keep his back to the wall so nobody would notice the apparent deformity. While waiting in the smoking-room of the club, where the Prince was to meet the Americans, Mr. Partridge fell into conversation with an Englishman who informed him that there was a swarm of secret-service men in attendance on his Royal Highness every time he moved. "They scrutinize very carefully every individual who comes in here," said this man. "If one looks at all suspicious, or has suspicious-looking objects concealed on his person, it's *whish.*" And the Englishman waved his hand in a mysterious and unpleasant manner—

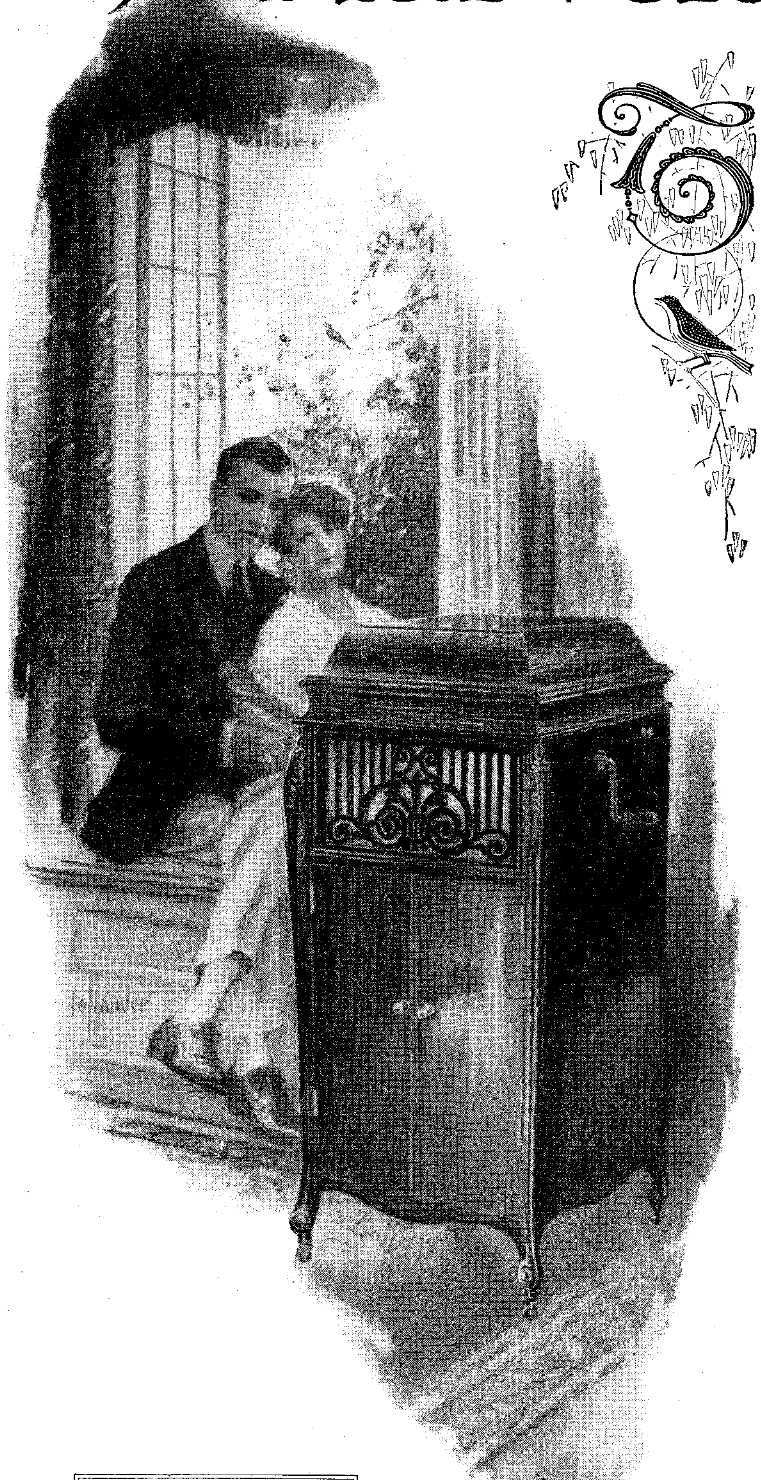
"What do you mean by *whish?*" I asked as soon as I could dispose of a swallow that seemed to have become jammed in my throat.

But before he could answer a hush fell over the room, and the Prince of Wales entered the door. My friend, Lord Derby, was on one side of him, and the president of the club on the other; and behind him came a solid phalanx of people that I felt sure must be secret-service agents.

The Prince was drest in the field uniform of a major, and altho he is said to be twenty-five years of age he did not look a day over eighteen. He is very slender, very pink-cheeked, very blond-haired, and very blue-eyed. If medium height means the same thing to you that it does to me, you will know how tall he is.

He was visibly embarrassed as he came into the room, and did not seem to know just what to do with either his hands or his

The Phonograph of Marvelous Tone



THE throat of the Thrush, as he sings his songs of life, scarcely surpasses in musical mastery, the VITANOLA—the marvelously toned Phonograph that has awakened the love of music and brought joy and sunshine into thousands of American homes.

The VITANOLA plays all records—plays them with a conception no less rare than distinctive. The soul-thrilling tones of noted stars of grand opera are faithfully reproduced by the VITANOLA. The martial music of famous bands, and the softer strains of stringed instruments, find delightful expression through the medium of this marvelous phonograph.

The VITANOLA is a vital force in Harmony-Land, and is now being nationally advertised for the first time, in order that its "natural as life" qualities may be universally enjoyed. Ask any VITANOLA dealer to play your favorite record for you, and learn why the VITANOLA is called the phonograph of marvelous tone.

Illustrated VITANOLA booklet free upon request.

Vitanola Talking Machine Co.
Chicago, U. S. A.

TO DEALERS: We invite the co-operation of live dealers, everywhere, in meeting the demand for VITANOLA. Send for our attractive proposition to dealers. Also ask for your copy of "Making a Phonograph Department Pay." It is brimful of business building helps.

Exclusive Vitanola Features:
Famous Duplex Tone Arm
Octagonal Reproducer
Perfected Sound Amplifier
Improved Tone Modifier

VITANOLA

Plays ALL Records - Natural as Life

feet. I do not claim to have any royal blood in my veins, but I know exactly how he felt—I have felt the same way many times. When the officers of the club were presented he tried his feet with the toes turned slightly in; but evidently that did not feel just right, so he tried them turned out. Finding that was not exactly right, he turned one out and one in—and thus he stood throughout the remainder of the ordeal.

His right hand was not so much in the way, because he was using that in greeting people; but he couldn't seem to get rid of the left one at all. He tried it first in one pocket and then in another; then he hid it behind his back; but finally he gave up and just let the thing dangle at his side. I can not understand why canny old mother nature ever gave royalty a left hand, anyway—they never use it.

After the officers of the club had been presented and had passed on, Lord Derby began to introduce the rest of us one at a time. I had rather hoped that he would present us in a body, but there was no such luck. He started in at the left and took each man in turn just as he came. At a nod from Lord Derby the candidate stept forward and told his name and publication to milord. Milord then turned and introduced the candidate to the Prince, who thereupon held out his right hand. The candidate shook it, mumbled something supposed to be suited to the occasion, and passed on.

When I noted the rapidity with which the people who came before me melted away, I confess that I was feeling very uncomfortable. Here I was in a room containing half a score of secret-service men on the alert for suspicious-looking objects concealed on the person—and there was that key looking before all the world like a double-barreled shot-gun tucked under my coat. There was no way to get rid of it and no way to get out. Nor could I stand back when my turn came and refuse to meet the Prince. That would have been an act of discourtesy to him, and would undoubtedly have brought the half-score of secret-service men down upon me in a moment.

There was only one thing to do—step forward with such good grace as I could muster, and run the risk of being apprehended as a suspicious character. I made up my mind that I would keep my hands well out in front of me, so that if the secret-service men noticed the lump on my back they could see very plainly that I had no intention of using what was concealed there on the Prince. And at the last moment another brilliant thought struck me—I would try to pass as a hunchback!

The man at my right stept forward—and then Lord Derby's eye caught mine. He smiled and nodded. And, holding my hands out in front of me as far as possible, I hunched up my back and walked toward the Prince.

With every step I took I expected the heavy hand of the secret-service to descend upon my shoulder—but somehow it didn't. I reached Lord Derby unmolested, and altho I felt certain that he could not have forgotten my name and the name of my publication, I hurriedly whispered them to him, grasped the Prince's hand, murmured my pleasure at meeting him, and backed out of the room.

I had intended to tell him that I was acquainted with his father, and to inquire after the health of the old gentleman. But under all the peculiar circumstances I decided that the less time I spent in conversation with him the better it was likely to be for me.

So he left hurriedly and was on his way when he was overtaken by a couple of other correspondents who told him that General Pershing would that day give an interview to the representatives of the press. He was strongly tempted to pass it up, but he knew that he could not afford to miss the opportunity to hear what the great man had to say. When he reached the place where the General's office was located, he made another attempt to get rid of the key by depositing it in a large jardinière, but was caught in the act and compelled to desist. A sentry whom he passed outside the General's door took a look at the bulky appearance of certain portions of the correspondent's habiliments and warned him sharply that cameras were not allowed. He got by, however, and eventually found himself confronting General Pershing—

When I entered the room the General was standing at the right of the door, and the correspondents who had preceded me were grouped at the left. The General shook hands and said he was glad to meet me, tho I don't know why he should have been, and chatted with me until the arrival of the aid with the next man. Then I stept over and attached myself to the group.

General Pershing is a fine, up-standing specimen of soldier something over six feet in height, and as straight as an arrow, but I noticed as his eyes happened to fall on me that he instinctively drew himself up a little straighter. I did not pause at the time to consider what reason he might have had for doing so. I suppose I felt glad to be an inspiration to such a soldierly looking man. Then the interview began, and I forgot all about the matter until he happened to look at me again. And again he drew himself up a little straighter.

The interview was interesting but not vital. There were questions about the condition of the men, bringing supplies up the Rhine, sending the army back to America, and fraternizing with the Germans. One woman correspondent distinguished herself by asking where the Porto Rican regiments were stationed—and learning that there weren't any; and another brought down the house by telling the General that *Life* had nominated him for President.

At that point the General threw up both his hands. "We must watch out here!" he said quickly, smiling and yet showing some confusion. "We must watch out what we get to talking about—"

And then he happened to look at me again, and again he threw back his shoulders involuntarily.

Up to this time I had forgotten all about that key, but there was something uncomplimentary about the General's look that reminded me of it. I glanced round and noticed for the first time that I was standing in the front row—and that I was the only correspondent in the party who was in uniform. At that instant I chanced to see my reflection in one of the mirrors with which the walls of the room were lined; not a single reflection, but about a dozen of them. And then I understood why the General had thrown back his shoulders every time he had looked at me.

That confounded key had pulled one shoulder of my uniform down about six inches lower than the other. I looked like a scarecrow after a hard wind. Or perhaps because of all those mirrors it would be more accurate to say that I looked like a regiment of scarecrows.

I shrank back into the crowd, and the moment the interview was over I bolted for the door. I was the first one to reach the street, and captured the only taxi in sight. As I drove away I heard some one shout, but I pretended not to hear.

I went directly to my room and packed all my stealable personal property in my trunk. This done, I put my jolly little trunk-key in my pocket and walked up and down before my mirror with the utmost satisfaction. It was while I was standing before the mirror that I discovered in the room a second door-key that had been left there in my absence. I called the maid and asked her what it meant. She replied that every *pensionnaire* was furnished with two keys, that it was the custom of the country. That was the last straw.

"Look here, Thérèse," I said sternly; "altho I prefer water I'll drink your wine; I'll ride up-stairs and walk down; I'll shake hands with each boarder before and after meals; but take it from me, I'll *not* follow the custom of the country in regard to door-keys!"

She smiled prettily, thanked me, and went out leaving me still standing in front of the mirror, but flat on my back.

However, that was some time ago. I entertain no hard feelings about those keys any longer. To them I owe my perfect health and my twelve pounds gain in weight. For while I still regard them as a total failure for door-keys, I have found that they make excellent dumb-bells.

PARIS ON ITS "DAY OF GLORY," JULY THE FOURTEENTH

PARIS, "city of surprizes," justified its reputation by the astonishing mixture of gloom and gaiety with which it approached this year's celebration of the greatest of French national holidays, "the Fourteenth." For forty-seven years France, in the words of President Poincaré, had kept the "terrible memory of the dreadful day when the German troops marched along the Champs-Elysées," and the whole nation looked forward to the Fourteenth of July when "the chains on the Arc de Triomphe" should fall. Only then would the last traces of the painful past have been removed forever. But if there was a holy joy in looking forward to this event, and a joy perhaps not so holy in looking forward to the all-night dancing and merry-making that would follow, gloom of the deepest dye appeared two days before when the waiters struck with unexpected suddenness, and practically all the restaurants and cafés were closed. How could the Fourteenth be properly celebrated under such conditions? To add to the gloom of the *boulevardiers*, the rain descended in torrents. It was time for a quick change, and Paris is always ready to supply that. According to a special correspondent of the London *Daily Telegraph*, who reports some personal and intimate features of the great celebration:

In forty-eight hours a settlement of the strike has been reached, the clouds lift, and all good Parisians look forward to the day and the night of "the Fourteenth." Still

AN OPEN LETTER

to those who have not secured immediate delivery of their new 1920 Haynes cars

By A. G. SIEBERLING, Vice-President and General Manager
The Haynes Automobile Company, Kokomo, Ind., U. S. A.

IT is a matter of great regret to us that thousands of people have been unable to get immediate delivery of the new 1920 Haynes. The fact that we have succeeded in increasing production to the point where we may soon be on a greater delivery basis is encouraging to us. But we feel that an explanation is due all of the good friends of the Haynes who have waited so patiently and so expectantly for their cars.

During the war our plant was converted into one to serve the government. Our engineers and designers went ahead with their work and produced the new 1920 Haynes. Its tremendous appeal at the opening of the year is a matter of history, and orders continued to come from all parts of this country as well as from abroad.

Our dealers have done their best to take care of their patrons. We realize, however, that even when the situation was understood everyone who ordered a new Haynes was more and more anxious to receive it.

We could not "rush" production. Even had it been mechanically possible there remained the fact that no Haynes is allowed to leave our plant until it has satisfied the rigid inspection tests of our engineers and designers.

Each Haynes car must exemplify the four essential factors of character—beauty, strength, power and comfort—before it can go to its future owner. This extra care on our part is a tangible benefit to the owner, but we know how anybody feels about it when he has ordered a fine new car and cannot get it.

But the orders continue to come in. The new 1920 Haynes is actually an advance model. It is what, in ordinary times, would have been expected of this organization next January. Naturally, every time one is driven from a Haynes dealer's establishment it awakens in the mind of every beholder the desire to own one. Thus the orders show no indication of abatement.

We are doubling the capacity of our plant; we have increased our production. Those who have waited have profited, because they are getting Haynes cars which are wonderfully improved.

The new 1920 Haynes, therefore, is a car worth waiting a little while for. Whether it is the seven-passenger touring car, the four-door, four-passenger roadster, the seven-passenger limousine, the seven-passenger sedan or the four-passenger coupé we know that it comes fully up to the Haynes standard of a car of character.

Our earnest recommendation is that you place your reservation with your Haynes dealer now. You may have to wait a short time before receiving your car, but the value of your investment will more than offset the slight delay.

We have promised your dealer to do our best to fill his orders with the least possible loss of time, and that every car we send him shall measure fully up to the standards created and perfected by the Haynes organization in all the twenty-six years since Elwood Haynes thrilled this country with his invention—America's First Car.

A. G. Sieberling

The Haynes, AMERICA'S FIRST CAR, now exhibited by the government at the Smithsonian Institution, Washington, D. C., was invented, designed and built by Elwood Haynes, in 1893.

1893—THE HAYNES IS AMERICA'S FIRST CAR—1919

the voice of the pessimist is heard. The strongly condemned stands on the Champs-Elysées are promptly demolished by the authorities, once they have realized the unpopularity of this obstruction of the public view. But new misgivings dim the prospect of the Victory fêtes. It may rain. The barricades which are to insure the success of the procession and the safety of the public are too fragile; the troops and police will not be adequate to preserve order.

It is indeed gratifying in reviewing the events of the past twenty-four hours to record that none of these prognostications have been justified in the event. In the jargon of the theater, "It was all right on the night." In these days, when France, in common with her Allies, is called upon to search her heart and conscience in making head against the complex problems which urgently demand solution, the great measure of solidarity, sober joy, and ordered enthusiasm which marked last night's rejoicings was indeed encouraging. There was little evidence of sheer "mafficking." It was Paris at her best celebrating the great triumph of the night with a fuller sense of national civic pride than has been shown at any previous thanksgiving since the dark days of the late summer of 1914.

Like a tired child after a party, Paris rested, exhausted, in the afternoon, after the strenuous physical exertion and excitement of the previous night and morning. It was not surprizing, for thousands in hope of getting a good place had spent a chilly vigil overnight in and about the Champs-Elysées, unprotected in most cases by even a thin blanket or a light cloak. The comparison with a tired child is something more than a figure of speech, for one of the most striking features of this memorable day and night was the presence of large numbers of children, brought almost as a solemn duty, so that they might retain a lasting impression of the majesty of the occasion. Everywhere the little people were in foremost positions, total strangers in many cases lifting them on to their shoulders or on to ladders and other points of vantage.

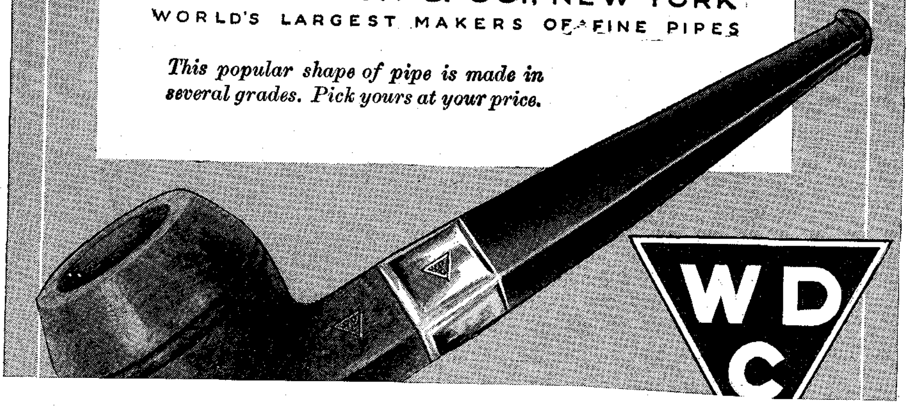
Paris has, of course, become more than ever the most cosmopolitan city in the world during the past six months. There is good reason to believe that much was done last night by the best of all means to strengthen the bonds of international friendship. There was an unmistakable and powerful undercurrent of comradeship beneath the demonstrative and typically French gaiety which dominated man, woman, and child.

French *poilus* and their girls joined hands in these impromptu street-corner dances which, with all their light-heartedness, are marked by an etiquette which puzzles the British soldier, used to the revels of Hampstead Heath or the countryside. The cafés remained open all night. Wherever a few soldier-musicians or a barrel organ could be found, dancing lasted till far into the night, and often till daybreak. In addition to these improvised dances there were the *bals publics*, at the Madeleine, the Bourse, and at other centers. Every now and then a small band of revelers—soldiers or civilians—would affect to bar the progress of one of the groups of musicians, or would join hands around a bevy of girls whose assumed perturbation was all part of the fun of the fair. Men of the British forces now in Paris, as well as Americans, Italians, Serbs, and Poles and soldiers of other smaller Allied Powers, mingled not

WDC PIPES are expertly fashioned and fitted by the master hands of contented and self-governed workmen. All are eager to uphold the standard of quality for which the WDC Triangle stands. Each pipe is genuine French briar, guaranteed against cracking or burning through. Sold at all good dealers at popular prices.

WM. DEMUTH & CO., NEW YORK
WORLD'S LARGEST MAKERS OF FINE PIPES

This popular shape of pipe is made in several grades. Pick yours at your price.



intricate design peculiar to many provincial districts.

With nightfall Paris awoke resplendent from the torpor of the afternoon. A shower of rain early in the evening was a little disconcerting, but thereafter the night was fine until shortly before midnight. The city was decked as never before for this night of nights. There was no actual center for the illuminations, unless it was the Place de la Concorde, whence brilliantly lighted avenues radiated. The real center was in the heart of the dense multitude which surged from the famous square up the Champs-Elysées, and in the other direction along the Rue de Rivoli.

The Place de la Concorde, where strings of orange lights depended from and encircled the Obelisk, presented a magnificent spectacle, search-lights turning the waters of the fountains from silver to sea-green. The broad roadway of the Champs-Elysées was also outlined with myriad orange lamps, while in the distance, between the long avenues of chestnuts, two bars of white light disclosed the majestic outline of the summit of the Arc de Triomphe, on which flares presently burst forth against the background of the darkening sky. Elsewhere official buildings had been treated with dignity and taste. But it was the famous Magasins du Louvre, adjacent to the palace of the kings of old France, that easily bore the palm for the finest individual decoration. It is not surprizing to hear that it won the prize offered for the best representation of the Gallic cock triumphant. In scarlet and gold the bird was emblazoned victorious over the Prussian eagle, while on each side were golden angels bearing laurel wreaths. All the colors of the rainbow seemed to have been employed in the rest of the design, which comprised the arms and flags of the Allies. Beneath was the fine motto: "*Gloire à notre France éternelle! Gloire à ceux qui sont morts pour elle!*" The equally well-known Galeries Lafayette, with its glowing garlands spanning the street, and the Printemps also made a brave show.

The great feature of the night, however, was the procession of *poilus* with the *girandole*—a brilliant effort of illumination brought from Florence for the occasion. Its 25,000 lights shone from numerous-wheeled frameworks bearing representations of Mr. Clemenceau, Mr. Lloyd George, and other famous Allied leaders, the national flags, and the names of the martyred and the regained towns of France, and of the great battles of the war. The procession, which was preceded by a troop of the Garde Républicain, was greeted with tremendous enthusiasm on its passage from the Grand Palais in the Champs-Elysées, along the Rue de Rivoli to the Boulevard St.-Germain, on the left bank of the river. From various points there were brilliant displays of fireworks and Bengal lights, while the effect of the smoke and low-lying clouds combined to lend enchantment to the great squares and gardens of the "City of Light" on this night which had at last succeeded "the Day."

But all Paris did not converge on the triumphal way to see the brilliant illuminations of that great night, another correspondent reminds us. There were other celebrations of another sort, where the French student, famed in song and story, held forth in his own manner:

While the Grands Boulevards, and particularly the Place de la Concorde and the Avenue des Champs-Elysées, had their human seas of awe-struck spectators, there

Compel Attention

because of their clean-cut stylish lines and that much-to-be-desired quality look.

VANITY HATS are built to look well and wear well—unusually so.

Fall Style Booklet shows latest models.

VANITY HATS

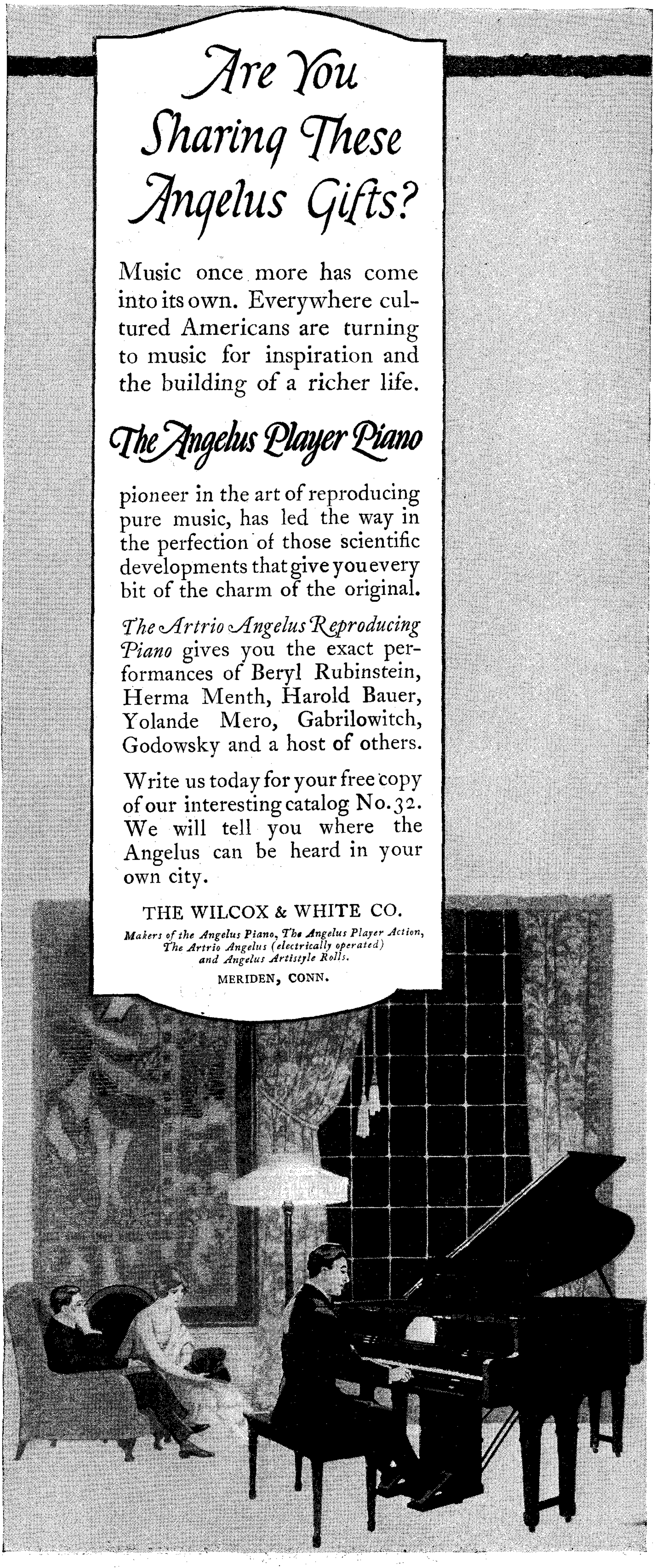
Look up the Vanity Dealer in your town.

THE NONAME HAT
MFG. CO.
220 FIFTH AVE., NEW YORK

Plant at Orange, N.J.,
since 1883

Vanity NEW YORK

Vanity NEW YORK



Are You Sharing These Angelus Gifts?

Music once more has come into its own. Everywhere cultured Americans are turning to music for inspiration and the building of a richer life.

The Angelus Player Piano

pioneer in the art of reproducing pure music, has led the way in the perfection of those scientific developments that give you every bit of the charm of the original.

The Artrio Angelus Reproducing Piano gives you the exact performances of Beryl Rubinstein, Herma Menth, Harold Bauer, Yolande Mero, Gabrilowitch, Godowsky and a host of others.

Write us today for your free copy of our interesting catalog No. 32. We will tell you where the Angelus can be heard in your own city.

THE WILCOX & WHITE CO.

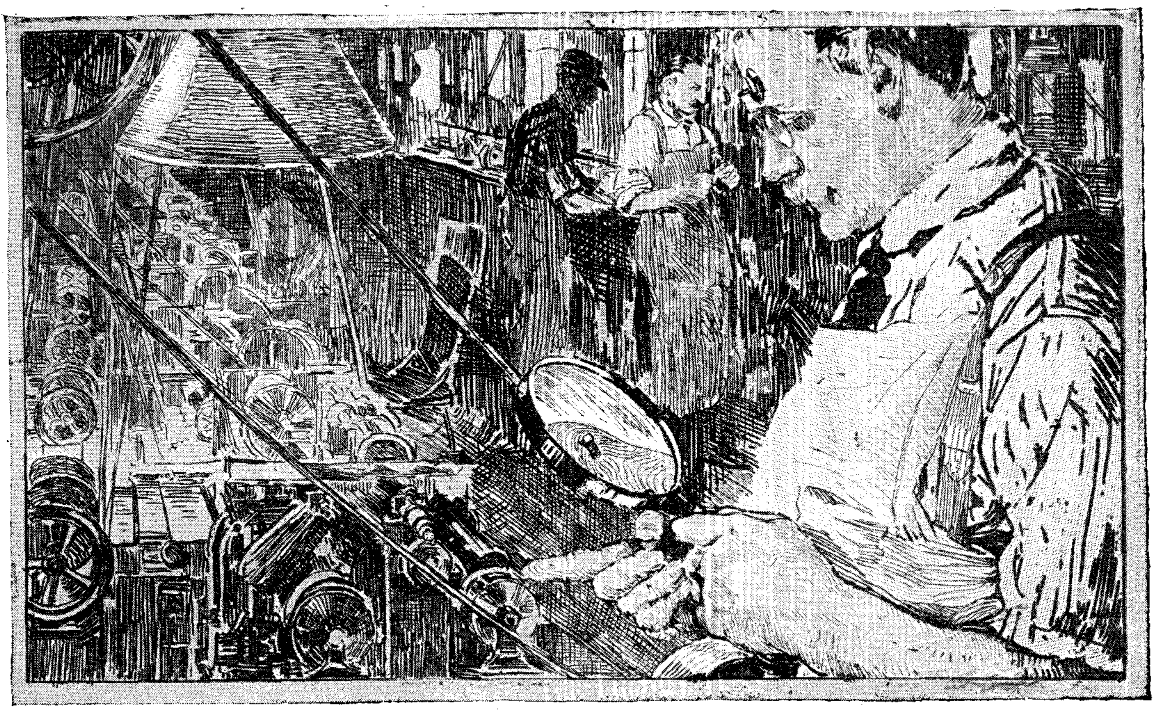
Makers of the Angelus Piano, The Angelus Player Action,
The Artrio Angelus (electrically operated)
and Angelus Artistyle Rolls.

MERIDEN, CONN.

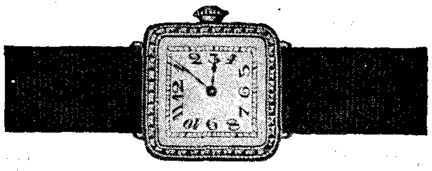
were also huge crowds of merrymakers on the *rive gauche,* who, profiting from the official recognition of an all-night fête, did not go home till morning. The Latin Quarter has its own traditions about merry-making, its own special crowds. And it relies very largely on students to provide the fun. On great occasions these young men march to the Grands Boulevards in procession, but, in spite of attractions on the *rive droite,* last night they remained in their own quarter. For hours students of every faculty marched up and down the Boulevard Saint-Michel, girt with colored belts, and bearing flags, and going through their repertoire of students' songs. The scene of many spectacular shows, the boulevard was probably never so crowded as last night. It had its own illuminations, and, to add to the flare, the electric lights in the shops were lit. The projectors which had searched the skies a year ago for *Gothas* and *Fokkers* furnished their quota of artificial light, which was so bright that one saw the spectacle of people reading newspapers in the streets after midnight. Paul Verlaine, who consecrated a poem to the hobby-horse, and whose statue stands amid a floral environment in the Luxembourg Gardens near by, would have received fresh inspiration had he witnessed the great scene a stone's throw from the illuminated Panthéon last night. A *manège,* with its brightly painted figures symbolizing amusement, and garlanded and beflagged, turned all night. *Poilus,* students, and midinettes sang and shrieked as the wooden horses rocked, competing with the volume of florid melody emitted from the mechanical organ. And in the crowded boulevard all the types in the quarter with which Henri Mürger has made us familiar in his "*Scènes de la Vie de Bohème*" were to be seen joining in all sorts of harmless frolics improvised to keep up the laughter that rippled from one end of the boulevard to the other.

The *rive gauche* had felt a little sore, if not slighted, when it learned that it was not to be included in the triumphal march of the troops. Some sort of *amende* had to be made, and it took the form of fireworks at the Pont Neuf. Where the Boulevard Saint-Germain cuts through the Boulevard Saint-Michel, tens of thousands of people had congregated. What lusty shouts went up at each display of multicolored sparks! There was another concession, by way of placating the Quarter denied the joy of cheering the *poilus* in the great procession. It was decided that the luminous cortège described elsewhere should ascend the Boulevard Saint-Michel and pass along that portion of the Boulevard Saint-Germain leading to the Concorde Bridge. Every policeman in the Quarter had been mobilized to keep the route, which was as packed as any part of that over which the troops had passed in the morning. It was a marvelous spectacle as the *girandole* ascended the boulevard, its luminous devices picked out against the illuminated Palais de Justice across the water, with the silhouette of a church steeple behind and the trees almost meeting in front. But, alas! most of the lamps had been extinguished before they reached the Latin Quarter crowds. Still the *poilus* were there, over a thousand of them, laughing fellows brimming over with badinage exprest in the language that the Latin Quarter loves. How they were cheered! One heard everywhere the chink of coins falling in the helmets. The *poilus* had taken the opportunity by hand, and as the result of *Quête* they are to-day indifferent to the problem of dear drinks. The main artery of the Latin Quarter was not deserted after the

WALTHAM THE SCIENTIFICALLY BUILT WATCH AND THE FOREIGN BUILT WATCH



The Smallest Screw in the World



Waltham 7½ Ligne

The movement is actually smaller than a dime in diameter

$175 to $1,000 or more depending upon the case

Know These Facts Before You Buy a Watch

THERE are turning operations upon metal made by Waltham machinery that are so minute, so wondrous in their delicacy, so exacting in precision, that the mind is amazed at these triumphs of American skill in watchmaking.

Imagine a machine turning out by the many thousands, screws so small that the naked human eye sees them as points of metal shining under reflected light—screws that measure 254 threads to the inch, and you can put 47,000 of them in a small thimble!

Screws that are hardened and tempered, each one polished on the top—screws that are perfect in sphericity, perfect in thread, perfect for their place in the mechanism of that ladies' Waltham watch movement, which, when completed, is actually smaller in diameter than a dime—a ten cent piece.

The screws in the foreign made watch are made by hand. But comparing them under the magnifying glass we see the difference between these hand-made screws and the Waltham machine-made product. The foreign screw varies—the Waltham screw is standardized in size and perfection of workmanship.

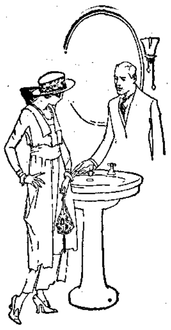
No human hand could ever match the quantity and quality performance of machinery that creates such miracles as these.

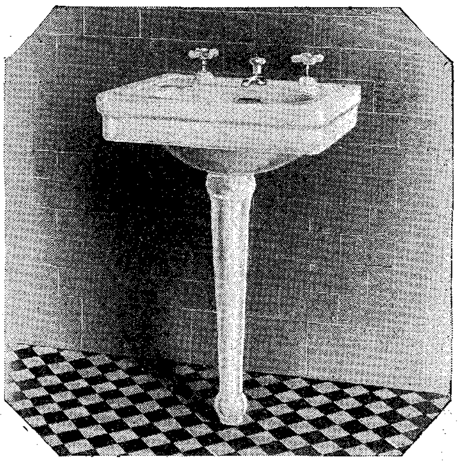
This is one more of the many reasons why the world's leading horologists came to Waltham for time, and still another reason why your selection should emphatically be a Waltham.

This story is continued in a beautiful booklet in which you will find a liberal watch education. Sent free upon request. Waltham Watch Company, Waltham, Mass.

WALTHAM

THE WORLD'S WATCH OVER TIME





The fixture illustrated is The Portland, made of vitreous china

MONUMENT

No Rust Spots Will Ever Appear

When you have Monument All-Clay plumbing fixtures in your home you need never worry about the appearance of rust spots. All-Clay literally means *All-Clay*. There is no metal to rust.

The surface of Monument Fixtures is a glaze, and a genuine clay glaze can be made in only one way—in kilns under a high temperature, hardening heat. This forms a white, smooth surface that is absolutely sanitary, that will not stain, that can be kept clean very easily. And best of all it is durable, it *stays* that way.

True, such superior fixtures cost more than the ordinary kind, but the increase in cost is not nearly so great as the increase in actual value. In other words, All-Clay Fixtures cost "less per year" than any other kind.

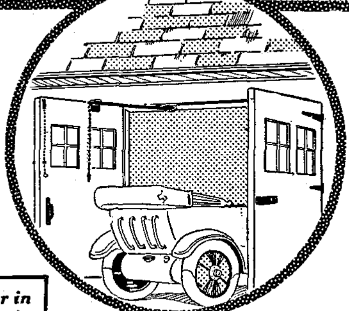
We make many beautiful fixtures of porcelain and vitreous china, for bathroom, laundry and kitchen. Each piece bears the Monument Mark, each has a certain individuality in appearance, a definite fineness of quality. Send for our interesting Portfolio which tells how Monument Ware is made and shows how it will look in your home.

THE MONUMENT POTTERY COMPANY

Makers of All-Clay Quality Ware Trenton, New Jersey

STANLEY

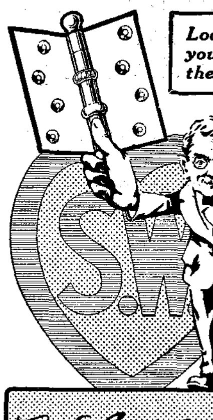
GARAGE DOOR HOLDER



PUT a pair of Stanley Holders on your garage doors and you are insured against the wind slamming them into your car.

These holders are a couple of mechanical footmen—they're always on the job. Push out your garage doors. The holders automatically lock them open. That arm of steel holds them firmly against any kind of gale that comes along. A pull on the handle releases the holder and starts the homeward swing of your door.

Look for Mr. Stanley Worker in your hardware stores. He is in the window or on the counter.



Mr. Stanley Worker

A Stanley Holder is a simple affair. There's a bumper plate that goes on the door and a pivot plate that goes on the door frame. It can be put on swinging doors of every size or shape. You'll find complete directions for applying packed with your pair.

"It isn't too late—but it's none too soon" to have your garage equipped with Stanley Garage Door Holders. You can buy a pair at any of the leading hardware stores everywhere.

***Write for booklet LD 91.** It is crammed full of interesting information for anyone owning or about to build a garage.*

THE STANLEY WORKS
NEW BRITAIN, CONN.
NEW YORK CHICAGO

luminous procession had gone by. On either side were sweetmeat stalls, the cafés rang with music, and there was dancing at every turn.

HOW A RESOLUTE WOMAN SAVED HER FAMILY FROM THE BOLSHEVIKI

A PARTICULARLY vivid story of an adventurous, and almost miraculous, escape from the rule of the Bolsheviki is of the Alexandrowicz family, consisting of a man, his wife, and seven children, who reached Warsaw a short time ago after walking the entire distance of about 400 miles from Kief. It is written by the special correspondent in Russia of the London *Post*, and appears in a recent issue of that journal. The Alexandrowicz family are said to be people of means, landowners and engaged in manufacturing at Kief. Since 1914 the family had privately maintained the best-equipped hospital in that city. When the Bolsheviki entered the town, one of the first things they did was to descend upon this family—

> They imprisoned Alexandrowicz and ordered Mrs. Alexandrowicz, her children, the English governess, and the maids to the attic. Mrs. Alexandrowicz and her daughter of sixteen were compelled to begin doing all the cooking and household work for twenty-six of the new arrivals who moved into the house. Of these twenty-six twenty-four were Jews, and of these twenty-four two were American citizens and three were British subjects; there were also one Finnish and one Lithuanian Jew in the party; the rest were Russian Jews. No great time passed before Alexandrowicz was sentenced to death; but Mrs. Alexandrowicz, by bribing the guards of the city prison, made it possible for her husband to escape. He fled to their country estate, about five miles out of Kief, and hid himself in the cellar of a remote shooting lodge that he had built. He did not dare to leave this cellar for more than two months, and the eldest child in the family, a boy of seventeen, used to carry him food as opportunity offered.

The Bolsheviki immediately began to carry into effect everything that goes with the pleasing institution of nationalization, for which their peculiar system of governmental machinery is somewhat celebrated, and carried things with a high hand—

> Mrs. Alexandrowicz was allowed to draw only five hundred rubles a month from the bank, and this was utterly inadequate for the family needs, seeing that bread had risen to sixteen rubles a pound and other necessaries were on a like scale. Meat was entirely prohibited to them, but the Bolsheviki in the house had abundant supplies, which Mrs. Alexandrowicz, with her hungry children, including a child of two, up-stairs, was compelled daily to prepare and serve. At night the Bolshevik lodgers used to indulge in the most boisterous and vile orgies in the chief apartments of the house, and there was one particular individual who used to make it his especial business to come to Mrs. Alexandrowicz nearly every day and inform her of the execution of some additional friend or relative.
>
> Early in June one of the children, a boy

of seven, fell ill with appendicitis. Mrs. Alexandrowicz took him to the hospital that she and her husband had maintained, and one of the military surgeons was allowed to operate. At about the same time the men in the Alexandrowicz's house set up a printing-press in one of the rooms to counterfeit Bolshevik money. What they were doing was discovered and a *commissionnaire* with a force of soldiers came to raid the plant. Before the *commissionnaire* had gained access to the house the Bolsheviki below hauled their press up-stairs and dumped it into the attic where Mrs. Alexandrowicz and her children were living. There it was discovered. Altho she herself was not accused of counterfeiting, she became convinced that as a result of the episode she was even less safe than she had been. In any event, the idea of attempting to escape with her seven children, the maids, and the governess, and to take her husband, who was becoming dangerously weak, along with the party, began to assume shape. Obviously the risks were enormous, but Mrs. Alexandrowicz eventually felt herself forced to the plan by the execution, on June 13, of forty-seven persons, almost the last of the *bourgeois* class of Kief, and including twenty-five merchants and business men, seven doctors, eight lawyers, and three professors in the University of Kief. Two of the professors, Mr. Armachewsky and Mr. Florinsky, were men who enjoyed no small scientific repute, not only in Kief but in Warsaw and even in Vienna.

It was at this juncture that plans were laid for an escape. The entire project was engineered by Mrs. Alexandrowicz with the assistance of such members of the family as were not ill. The account proceeds:

It was the practise of the Bolsheviki living in the Alexandrowiczs' home to lock the iron entrance-gate at night, so as to guard against the escape of any members of the family, and for one of them to keep the key by him until morning. The sixteen-year-old daughter undertook the task of securing a wax impression of the lock upon this gate, and succeeded in doing so. A key was made. The problem of transporting Mr. Alexandrowicz, the boy who had just been operated upon, and the infant of two years, next arose. The eldest son managed to buy a peasant's cart and a pony, which were taken to the country estate. In order to have a means of obtaining food upon the journey, Mrs. Alexandrowicz arranged a bundle of as many of her clothes as she had been able to retain, and these she subsequently traded along the way for provisions. Finally, on the night of June 26, she led her little party, quietly and undetected, from the house, walked, herself carrying the youngest child, the governess and the maids assisting the boy who was ill, to the estate in the country, there placed the husband, the baby, and the sick lad in the peasant's cart, and set forth.

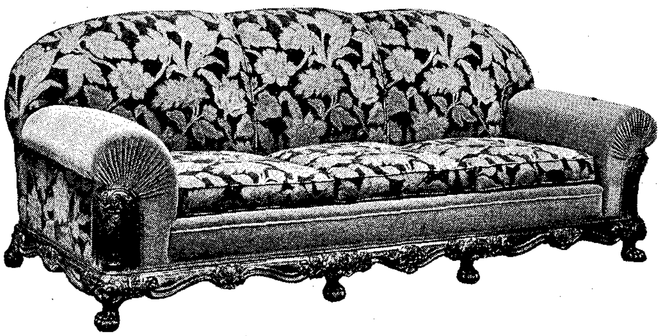
The journey, which was accomplished only by a vast amount of zigzagging in order to escape towns and cities and to find loopholes in the military lines, was full of adventure. Upon one occasion several peasant women, after Mrs. Alexandrowicz had showed some of the clothes with which she was bartering for food, attacked the party, and a small wayside battle with sticks and stones ensued. These incidents, tho, were for the most part exceptional; generally the peasants were not inhospitable, accepting the party, who were traveling barefooted and drest only in rags, as

TIFFANY & CO.
JEWELRY SILVERWARE WATCHES CLOCKS STATIONERY

AN INCOMPARABLE STOCK

PURCHASES MAY BE MADE BY MAIL

FIFTH AVENUE & 37TH STREET
NEW YORK



Karpen
Guaranteed Upholstered Furniture
CHICAGO NEW YORK

KARPEN furniture

Because of its beauty, fineness and individualism, Karpen Furniture has no peer. The institutional aim is to interpret the high ideals of the old masters in modern form. Karpenesque Upholstered Furniture is the realization of that aim. For sale by leading dealers everywhere.

S. KARPEN & BROS.
CHICAGO . NEW YORK

K

PAPER
Work for good roads

An actual photograph of the 14-truck fleet of the William Fullerton Motor Truck Service, Chicago, every unit of which is shod with Goodyear Solid Tires

Copyright 1919, by The Goodyear Tire & Rubber Co.

GOODYEAR
AKRON

Every Wheel on This Busy Fleet Wears a Goodyear

> *"PREVIOUS to five years ago we used different leading makes of solid truck tires. Since five years ago we have never used anything else but Goodyear Solid Tires. And it is our decision to use only Goodyear Solid Tires in the future. Our reasons are the same reasons that have caused many others to take the same action."—William Fullerton, Manager, William Fullerton Motor Truck Service, 3455-7 South Morgan Street, Chicago*

THERE'S a battery of eighty Goodyear Solid Tires constantly at work on the 14-truck caravan of the William Fullerton Motor Truck Service in Chicago.

The battery has been piling up exceptional mileage scores ever since Goodyear Solid Tires were adopted on these trucks.

Before that time Mr. William Fullerton had used several standard makes of truck tires, but none of these survived the comparison with Goodyears.

During the last two and a half years the average mileage record delivered by the battery of Goodyear Solid Tires has been 22,062, a figure decidedly impressive for this particular type of service.

For this is a hard-working battery that grinds along all day under heavy loads of sheet steel and paper, also sugar, flour and other commodities.

Frequently some of the burly Goodyear Solid Tires in the group are obliged to travel with building materials to construction work where nails, tools, metal scrap and sharp stones constantly threaten tire life.

Every day these tires are required to carry their burdens over wide systems of railroad tracks and along certain pavements rendered almost unusable by neglect and punishment during the war period.

But the whole unfriendly combination never dimmed the glory of the battery; rather does it increase the significance of the fact that the battery is still eighty strong and still going strong.

The present eighty treads are sleek and wearing down evenly, like former eighties; the rubber in the eighty treads is unusually well preserved, showing characteristic resistance to cutting and chipping; the eighty tire-bases give no hint of tread separation.

We talked about the eighty to Mr. Fullerton, who stated that part of the credit should go to a local Goodyear Truck Tire Service Station which made tire conservation practical despite the bad conditions encountered.

So the story of the eighty Goodyear Solid Tires, and all previous Goodyear eighties, is not just a story of higher tire mileage and lower tire-mile cost but a story of tire quality and service that, combined, assure the permanency of these things.

THE GOODYEAR TIRE & RUBBER COMPANY, AKRON, OHIO

TRUCK TIRES

Look to your Piston Rings

Are they gas-tight?

They are, if they're Inlands

The Inland Spiral Cut eliminates the "gap," does away with the "step-cut"—uncoils in a *perfect circle* against the cylinder wall—and gives continuously equal breadth and thickness in entire circumference.

The Inland Process of *heat treatment* makes the Inland Piston Ring *uniform* in structure at all points—so the wear on the ring, as well as on the cylinder walls, is even all around, giving perfect and *complete* gas-tight contact *at all times.*

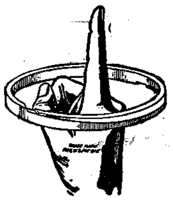
The exclusive principle of the Inland type of construction is patented. Its advantages cannot be obtained in any other ring at any price.

Inlands are for every type of internal combustion motors—automobiles, trucks, tractors, stationary engines and marine engines.

Get Inlands from your dealer — or at garages everywhere

INLAND MACHINE WORKS
1636 Locust Street, St. Louis, Mo.

INLAND
ONE-PIECE PISTON RING



destitute refugees and nothing more. The approach to the Polish lines, which was made not far from Pinsk, brought a ticklish moment. The Bolsheviki were not holding any front at the particular spot where the Alexandrowiczs, just at dawn one morning, came up. Mrs. Alexandrowicz, the English governess, and one of the maids went forward toward the outpost; the rest of the party were kept in hiding; seeing only women the Polish sentry did not fire, and the party was safe.

WHEN "JOHNNY COMES MARCHING HOME" TO LACLEDE, MISSOURI

LACLEDE, Linn County, Missouri, isn't a big burg from the standpoint of population, its number of inhabitants being given as only about 750. But it's been feeling much bigger than that ever since the United States entered the war, and they are now making preparations for a celebration there, which, when it is "pulled off," will direct the attention of the country to the little Missouri town to a greater extent than has been the experience of many a city counting its people by the hundreds of thousands. The occasion for the festivities will be the home-coming from overseas of a Laclede boy who took a rather prominent part in the fighting in France. The "boy" in question is no less a personage than Gen. John J. Pershing, the Commander-in-Chief of the American Expeditionary Forces, for Laclede, Mo., is the place the General originally hails from. But they are not going to refer to him as General in his home-town, when he gets there, avers a Laclede correspondent of the New York *Tribune*, nor as Sir John, the title conferred upon him in England, nor even as plain John. Says this correspondent:

> When he gets himself introduced in public here by Ed Allen—Ed's official name is Mayor Edmund B. Allen—this boy's going to be just the same as he was about fifty-five years ago when soldiers were coming back from another war—plain Johnny Pershing.
>
> Johnny didn't go right from here to France, and people didn't know whether he'd come back to see Laclede or not. He'd been in the Army for a long time and some folk reckoned that he'd forgotten all about most of the boys and men and women he used to know, so Ed Allen sent him a cablegram that read like this:
>
> "Laclede, your old home, your boyhood friends, and Linn County are calling you. When may we expect you home?"
>
> There were some in Laclede who frowned powerful when they heard about it and said Ed should have made his appeal more elaborate and academic, like President Wilson and other prominent people that sent messages to Johnny Pershing, but Ed just smiled and didn't make any comment. Ed's family and Johnny's family had known each other since the days when Johnny's mother was Anne Thompson and the other Johnny Pershing—father of this Johnny—was courting her, and Ed guessed he knew the right sort of message to send.
>
> And Ed was guessing around 400, because it wasn't very long afterward that he got a reply that made him jump up out of

What is the Basis for Judging the Value of a Tire?

IN general characteristics, except treads, all tires look alike; but there is a great difference in the mileage they give, gasoline economy, in riding comfort and driving ease, in tractive power and in safety.

You cannot see these things when you buy, yet they are there or are not there.

They are the basis of value.

Fisk users are all men and women who know what they want and whether or not they are getting it. That is why they use Fisk Tires.

Why Fisk Tires Give Such Long, Uninterrupted Mileage

Fisk Tires—Cords, Red-Tops, Black Non-Skids—are known as the best tires made today. Each in its class is a master product, and the three types of tires give dealers the best line of tires offered to motorists today. Whatever type of a tire you use, see that it is a Fisk and you will get a tire that is right.

Fisk Cords

The master product of makers who have specialized in pneumatic tires for over twenty years—heavy, over sized, side walls extra thick, tough tread of finest black rubber, smooth riding and resilient. No cord tire made can give any more mileage than a Fisk. Note the tread of a Fisk Cord after seven or eight thousand miles of use. For all 'round motoring, city pavements or country roads, good or bad, Fisk Cords stand up in a way that sets them in a class by themselves.

Fisk Red-Tops

A new tire of super-strength and extra mileage.

Over sized, made with an extra ply of fabric and extra heavy, extra thick tread of tough red rubber. A tire so good that it does not need an advertised mileage adjustment limit.

In point of wear it is without any question the finest fabric tire made. It is a big, handsome tire.

Fisk Black Non-Skids and Plain Treads

Full over size, the Non-Skids made with the famous Fisk safety buttons that insure driving safety under any conditions.

Fisk Inner Tubes

have always been of laminated construction, built up layer upon layer of pure rubber. Only the highest quality of pure gum is used in the making of Fisk Tubes. They are heavy and strong and they wear longer than two ordinary tubes.

On your car Fisk Tires will give you the full and uninterrupted mileage you have been looking for, the value you have a right to demand.

Next time-BUY FISK-At all Dealers

FISK TIRES

Time to Re-tire?
(Buy Fisk)

his chair and cheer just like a fool boy. The message said:

"I have heard the call. Will be there soon after my arrival in the United States. Can't give you a definite date now, but will let you know later."

And it was signed "John Pershing." There wasn't any "Sir John" or "General" or anything else in the alphabet that properly follows his name now, and Ed isn't going to use any "fancy titles" when he presents him at the home-coming exercises.

"Sir John," laughed the Mayor to-day. "Say, I can't even say it without laughing. No sir, he's going to be plain Johnny, and I just guess that will be what he will want to be." He stopt laughing and a sort of yesterday-look came into his eyes. "Lord knows he's been 'generaled' about enough by this time, and 'Johnny' is going to sound powerful good to him."

Everybody in Laclede and all of Linn County have heard Johnny is coming, and they're getting ready for him. They're somewhat sorry he can't get here by September 13, his fifty-ninth birthday, but they know he's got to put in some time talking to the President and Mr. Baker, and some more folks up in Washington, and they're patient, hoping he'll get here before Hallowe'en.

Great plans are in the making. Citizens of Rome never worked harder to prepare a welcome for Cæsar. There won't be any of the pomp or dignity or formality or glittering receptions that have marked the entertainment of the General in Europe, but there will be singing and shouting and hand-shaking and music and oratory—four minutes, no longer, for speeches, Ed Allen says—and then everybody will "put on the old nosebag," as they say in Johnny's army, at an old-fahioned Missouri fried-chicken dinner "on the ground."

And just as a sort of special honor Ed has dug up a small drum-corps of G. A. R. veterans that'll pay its respects to the General by playing the first welcome to returned soldiers that Johnny ever heard—"When Johnny Comes Marching Home."

THE ACADEMY OF METZ, AFTER FORTY-SEVEN YEARS, REVIVES ITS SITTINGS

THE Academy of Metz, the world was briefly informed the other day, had held its first public sitting since 1870. There was a significant bit of history behind this announcement. In spite of years of German efforts of domination, the academy retained its independence, and its recent open meeting "gave a touching and significant proof of the faithfulness of Lorraine to the most ancient traditions of French culture." A special correspondent of *The Christian Science Monitor* (Boston), writing from Paris, furnishes these interesting details:

> The Academy of Metz is one of the most celebrated of all the provincial academies of France, and was created some years after the Academy of Dijon by a select group of notabilities of the Lorraine capital, who decided to found a society "for the study of science and art." The members of this society might not exceed fourteen in number, not including the director and secretary. The Marshal of Belle Isle, who was at that period Governor of Metz, took the society under his protection and received the title of Founder, which honor he

No. 3
American Sportsmen Series
Painted for Remington UMC
by F. X. Leyendecker

Practical Worth

TODAY more than for many years past, the practical value of a man's gun and dog is the true measure of his pride in them. He has a new appreciation of service—and wants it.

That there is such great demand for Remington UMC guns and shells is therefore a more than ordinarily sound indication of their superiority.

Remington UMC
for Shooting Right

The most valuable recent service to shotgun shooters, in the matter of equipment, is the wonderful Wetproof process of waterproofing shot shells, invented and developed by Remington UMC during the war.

No neglect and no ordinary accident can prevent your Remington UMC "Arrow" or "Nitro Club" Wetproof Steel Lined Speed Shells from working as smoothly and firing as perfectly as your modern Remington UMC Autoloading or Pump Gun.

They will neither shrink and bake their wads in hot dry weather, nor swell and jam in the gun when it is very damp. They are as indifferent to damp storage as a water spaniel is to getting his feet wet, and will remain in perfect condition in the hardest rain or the leakiest boat long after other shells, not protected by the exclusive Remington UMC Wetproof process, have soaked and swelled themselves useless.

Your local dealer, the progressive Remington UMC merchant—one of more than 82,700 in this country—will be glad to supply you.

THE REMINGTON ARMS UNION METALLIC CARTRIDGE CO., Inc.
Largest Manufacturers of Firearms and Ammunition in the World
WOOLWORTH BUILDING NEW YORK

DISSTON

THE SAW MOST CARPENTERS USE

Finish and Utility
cannot be Excelled
Henry Disston
DISSTON

The Best-Known Saw in the World

The qualities that made the Disston the most famous Hand Saw in the world are the result of Disston Methods. All Disston Saws are made exclusively from Disston Crucible Steel, made in the Disston Plant for Disston Saws.

As a matter of fact, Disston invented and perfected much of the saw-making machinery generally used by saw makers of today.

The House of Disston has been making saws continuously ever since 1840—and it is only natural that Disston are admitted to be the World's Most Successful Saw Makers.

Your saw—let it be a Disston, and you'll have a saw that gives a higher grade of service than you will find in the general run of saws now on the market.

Write for the Disston Handbook on Saws—it tells how to select, use, and care for Disston Saws and Tools.

HENRY DISSTON & SONS, Inc.

"America's Largest and Longest-Established Makers of Hand Saws, Cross-Cut Saws, Band Saws, Circular Saws, and Tools."

Philadelphia, U. S. A.

Canadian Works: Toronto, Canada

Chicago Cincinnati San Francisco
Boston Seattle New Orleans
Memphis Vancouver, B. C.
Bangor, Me. Portland, Ore.
Sydney, Australia

DISSTON SAWS AND TOOLS Standard for Nearly Eighty Years—and Growing Faster Every Year

"Acid-Mouth" Plays No Favorites

Age means nothing to "Acid-Mouth." It descends on the rich and the poor, the young and the old alike. Dental authorities believe that it is the chief cause of toothache and tooth decay. And 95 in every 100 persons are said to have it. As there are over one hundred million people in the United States, that would mean that at least ninety-five million have an acid condition of the mouth.

There, briefly, are your chances to escape "Acid-Mouth"—*only 1 in 20.* A very small chance to gamble on when anything as important to your health and appearance as your teeth is at stake, a chance you can't afford to take.

Pebeco Tooth Paste counteracts "Acid-Mouth," because it stimulates the abundant, normal flow of saliva, which as you know is distinctly alkaline and therefore the most natural and effective means of neutralizing unfavorable mouth acids. It is the only mouth wash and tooth cleanser you need, and Pebeco helps you to obtain it in normal quantities.

Pebeco contains materials so fine and unirritating that they will not scratch the enamel or injure the delicate mouth membranes. Yet they certainly do all that the ingredients of a good dentifrice could be expected to do. Pebeco helps to whiten and polish the teeth; to break up the protein plaques to which harmful germs, food particles, and tobacco stains adhere; to remove tartar and the slimy or glutinous coatings deposited on the teeth from the saliva; to invigorate the gums and refresh the whole interior of the mouth.

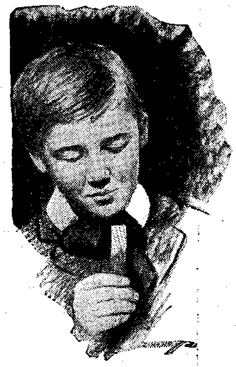
Send for Free Litmus Test Papers and a Ten-Day Trial Tube of Pebeco.

PEBECO

[Reg. U. S. Pat. Off.]

TOOTH PASTE

Counteracts "Acid-Mouth"



Moisten one of the blue Litmus Test Papers on your tongue. Remove it. If it remains blue, your mouth is normal. But if it turns pink—as it will ninety-five times in one hundred—you have "Acid-Mouth."

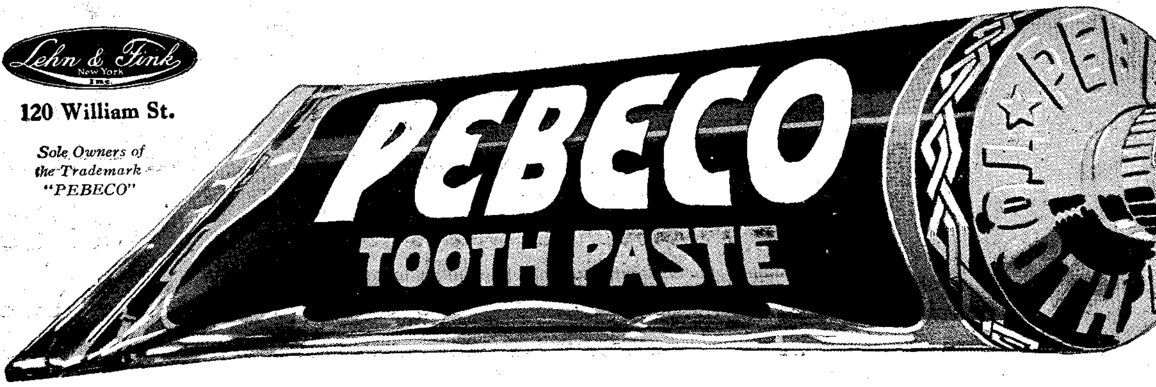
If it does turn pink, make this second test. Brush your teeth and gums with Pebeco Tooth Paste. Then moisten another Litmus Test Paper on your tongue. This time it will remain blue, thus showing you that Pebeco does tend to counteract "Acid-Mouth."

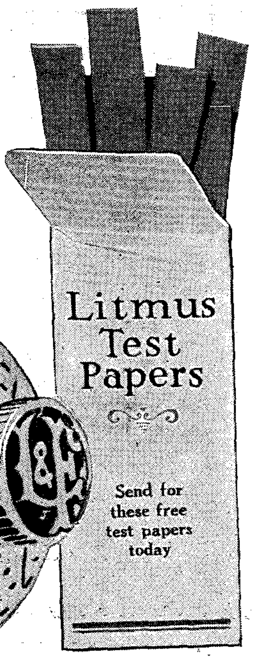
Send us your name and address, and we will gladly mail you the ten-day trial tube of Pebeco and Acid Test Papers.

Lehn & Fink
New York
Inc.

120 William St.

Sole Owners of the Trademark "PEBECO"




Litmus Test Papers
Send for these free test papers today

acknowledged in 1761 by presenting the academy with a generous donation of 60,000 livres.

Altho priding itself upon its intellectuality, the company did not disdain to pursue an exceedingly practical program, giving particular attention to all the problems which could contribute to the expansion of their province. Thus they studied the culture of the land, the navigation of the Moselle, communications with foreign countries, and the "political regeneration of Jews."

The revolution considerably disturbed the sittings of the academy which were only resumed in 1819, under the restoration, when the academy was known by the name of L'Utile, "The Useful," which certainly admirably sums up the nature of its self-imposed tasks. It then created free technical and industrial classes—art and industrial exhibitions, as well as an archeological and zoological section. Indeed, it rendered such worthy services by encouraging the economic development of the Moselle region, that Charles X., who visited Metz in 1828, graciously deigned to confer on it the title of Royal Academy.

After 1870 many of the members of the Academy of Metz emigrated, and they were warmly welcomed by the Stanislas Academy of Nancy, in which a special section was even created for the "messins." From that date until now the old Academy of Metz vegetated under the vigilance of German officials, but it should be noted that for forty-seven years, and in spite of many subtle or brutal efforts of domination on the part of the Germans, it succeeded in retaining its independence, its traditions, and its fortune.

The revenues of the capital, accumulated by the important donations received at various times, were dedicated, in the recent official ceremony which took place at Metz, to rewarding the heroism displayed by many young girls and women of Metz and Lorraine during the Great War. In a patriotic speech the Baron de Lachaise eulogized the many deeds of simple courage of these brave women, who often revealed the most exquisite tact and sentiment. One young girl, especially, was the heroine of the day, for, as Baron de Lachaise told his audience, she had conceived the ingenious idea of drawing each day at the same hour, before the window of her room which overlooked the court of a camp of French prisoners, a curtain which she had so arranged as to simulate a large tri-color flag.

By this simple act this mere slip of a girl, who thus risked her life daily in order to stimulate the hope of her countrymen, refutes the absurd stories which have been circulated in many countries concerning the unpopularity of the French in Lorraine.

In a speech which he made during the proceedings, Mr. Brieux of the Académie Française summed up most eloquently the the task France has succeeded in accomplishing during the half-century which has elapsed since the annexation of Alsace-Lorraine. Mr. Millerand next showed the efficiency of the propaganda undertaken by literary circles to make France better known and appreciated by "both strangers and Frenchmen!"

This speech was much applauded and enthusiasm waxed high when Generals de Maud'huy and Gouraud were recognized by the crowd, who emphatically exprest their love and attachment to France in the rousing welcome they gave to these two great French chiefs.

To all "heads" of families

It has been said that the modern history of shampooing dates back to the time when Packer's Tar Soap was a brand-new product, 47 years ago!

"Packer's" achieved popularity from the very start. It is safe to say that no other toilet article is more strongly entrenched in the good graces of the country at large.

The "Packer" standard of purity is safeguarded as zealously as ever. The makers of this time-proven product have a reputation to maintain. Every cake of "Packer's" must be exactly *right*. Every "Packer" ingredient must be scrupulously pure.

Pure pine-tar, *pure* glycerine, *pure* vegetable oils—these are the basic elements which, combined in the original "Packer" way, make Packer's Tar Soap the accepted standard of purity and excellence in shampoo preparations.

"You cannot begin too early" deriving benefit from the scalp-cleansing, hair-helping qualities of this pure shampoo soap.

Our Manual, "The Hair and Scalp—Modern Care and Treatment," contains 36 pages of practical information. Sent free on request. For sample half-cake of Packer's Tar Soap send ten cents.

PACKER'S TAR SOAP

"Pure as the Pines"

Packer's Liquid Tar Soap, delicately perfumed, cleanses delightfully and refreshes the scalp—keeping the hair soft and attractive. Liberal sample bottle 10 cents.

THE PACKER MANUFACTURING CO.
Dept. 84 I, 116-120 West 32nd Street, New York City

Packer Products are Sold by Druggists

The New
Motor Car

Over

TRADE MARK REG.

The Greatest Improve
Since The Introductio

Write for f

WILLYS-OVERLAN

Willys-Knight Touring Cars, Coupes, Limou

Willys-Overland,

land

nt In Riding Comfort
of Pneumatic Tires

rticulars

TOLEDO, OHIO
Cars and Light Commercial Cars
o, Canada

PERSHING AND HIS YANKS IN LONDON'S PEACE PARADE

"A RUSTLE of cheering like wind in trees grew louder and louder, and we saw General Pershing, a bluff, strong figure, come riding up," writes H. C. Bailey in the London *Daily Telegraph*, telling the story of London's great Peace-day Parade on July 19. "The sunshine fell on a soldierly face, sharp-hewn and square, as he turned his horse and for a moment stayed facing the monument, holding a salute. On he rode through a storm of cheers, and after him came the massed colors of American regiments. The regimental flags were lowered in salute; the flag of the nation, the Stars and Stripes of Old Glory, was borne high."

General Pershing and many of those same Yanks are now receiving a royal welcome in this country, but we Americans will have to extend ourselves, it appears, to equal the welcome they received when they headed that memorable march of Allied troops through the streets of England's capital. Troops from many lands were there. The writer tells first of the Americans, and then of the passing of Marshal Foch, embodying "the soldierly spirit, the indomitable will of France." To quote the English writer's colorful and spirited description:

Only a composite regiment from her army of occupation represented the great force which America flung into the last year of war, but a magnificent regiment it was, young men, all of them, and the quintessence of the alert and the lithe. Khaki clad, in brown steel helmets, they looked most workmanlike, but they had allowed themselves frills and furbelows. Most of the rifles sported a little Union Jack, many of them had streamers of red, white, and blue. Even mounted officers set aside the rigor of the game, and bore flags of ours sticking out of their riding boots or a forest of festoons about their chargers' ears.

After them, and the crowd could not cheer long enough or loud enough, rode General Bourremans, leading his long-bayoneted Belgians, a sturdy contingent, and when we saw their colors blazoning the battle honors of the Yser, we let ourselves go with voice and hand and handkerchief, with bell and rattle. A slight, very soldierly figure in gray, the Chinese general officer came by. You made out a grave Eastern face—but what could be more modern than that manner and bearing? In a flash you seemed to see the East waking to make a new world. A new world it is, and here is a new state marching in arms, Czecho-Slovakia. The blue of the French Republic clothes its troops, and what state could choose a better exemplar?

But the cheering roars louder, and here is France herself, the lucid, masterly brain, the soldierly spirit, the indomitable will of France. A slight, small man, fiercely erect, sitting as if he were a part of it a horse that can not go quietly in the fire of this cheering. You catch a glimpse of the face under the red cap, a keen face, thin and worn and very grave, intense, resolute, but reserved, as if it dwelt in a world apart. A black baton touched with gold moves to the salute. The generalissimo does honor to his men. The baton comes down again and the marshal rides on his way.

We have welcomed a marshal of France before in Whitehall. But when Soult came he had the honors given to a gallant foe, to one who had matched himself not unworthily against our best. Now it is a greater than Soult, the greatest, perhaps, of all the marshals of France, tho that roll of honor bears the names of Turenne, and Saxe, and Massena, and Davout, but an ally, a comrade, a friend, a soldier who has fought for us and with us, in command of our strongest armies, whom we welcome in Marshal Foch.

And with what a greeting! Never was such a din since Whitehall was a king's highway, a din to shake even a government office to its foundations. But we kept it up while the French troops went by, splendid cavalry, regimental colors faded and worn, some of them not much more than tatters on a staff; and then, with their long rifles decorated, that quick-stepping, springy infantry. A glimpse of dark faces in khaki, then the red fezes of the Zouaves, then the dark blue of the Chasseurs, and then a company of marines. Magnificent troops still, after all the waste of the years of war when France held the breach. And in 1914 the enemy had said in his heart there was no France.

Next came a contingent from the Greek Army, led by Major Venizelos, son of the statesman. Only here and there you saw a kilt and the long gaiters of the old Greek fashion. The rest was khaki, like our own. Then we saw the gray of Italy, and loud was the cheering again for General Montuori and the colors which followed him. Who doubts the place of Italy in the hearts of the masses of England was not in Whitehall. Italian troops carry their rifles at the trail, like our own rifle regiments, and their high fame in marching was worthily upheld by this swift-footed contingent. After them the Japanese flag came, but Japan has only officers in the Western world, and we could welcome no troops from our martial ally of the East.

The white eagle on red shone in the sunlight to tell the world that Poland is again one of its states. Then came the brilliant flag of Portugal and a smart company of the infantry of the old ally. Roumanians in blue, but with khaki steel helmets, went swinging by, and then a tall figure in gray led the stalwart khaki-clad Serbian contingent, as fine a body of men as any army need covet. One more state in the great world alliance remained to honor, and we cheered for Siam and its men.

Then came a Union Jack, symbol of Great Britain, and next the flag of an Admiral of the British Fleet, and then "for the first time," writes Mr. Bailey, "we saw our own Navy's blue." He continues:

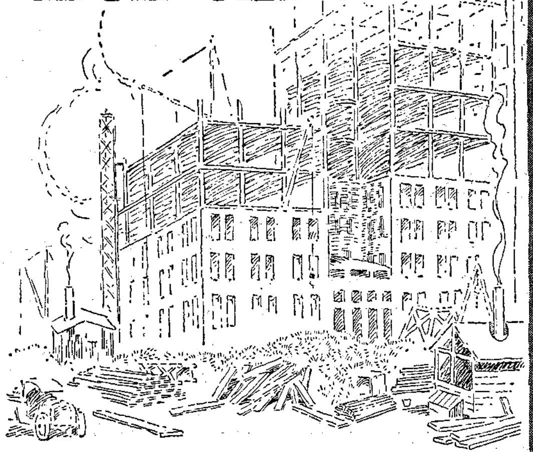
Louder and louder cheers, and there, walking alone, was Admiral of the Fleet Sir David Beatty, short and square, with his cap cocked jauntily, a model for a "first-class fighting man." A long line of admirals who have served in the war followed him, and then, behind his admiral's flag, the grave, bearded face of Sir Charles Madden, Lord Jellicoe's chief of staff, Admiral Beatty's second in command, the present commander-in-chief of the Atlantic and home fleets. A little later marched a slight, boyish figure, Vice-Admiral Sir Roger Keyes, the commander at Zeebrugge and Ostend, who now has the battle-cruiser squadron, Sir David Beatty's old command. The navy sent a brigade of sailors and marines, marching with their admirals under the various squadron flags, and a magnificent array of men were they, worthy of the triumph in physique and march discipline. The work of the merchantmen in winning the war was not forgotten. Officers marched and pilots, and a big detachment in all sorts and conditions of mufti of the sailormen who have defied the piracy of the *U*-boat and kept the seas. The Seamen's and Firemen's Union sent a banner to go with them, and it is the first time, I suppose, that ever a trades-union banner was borne in a march of naval and military power. That honor has been well and truly won. But if you have an eye for the picturesque you will not forget the lascars. Lascars in spotless white and lascars in vivid blue, in either and in all a glowing illustration of the needs and meaning of our sea-power.

But we were all waiting for the army, waiting for the time to cheer our throats out, and gallantly the crowd did the deed for Sir Douglas Haig. No one and no body of men in all the day had warmer greeting than he. As he rode by the monument, saluting the men who did not live to share the victory and the triumph, you might divine in the sad and steady gaze that he of all the thousands gathered there most felt what the day had cost, and in the heartiness, the note of fellowship in the crowd's cheers was understanding. He rode by, and in the kindly look he turned this way and that as again and again and again he saluted the eager people, you could read that he thought not of the fame but of the effort and sacrifice. The Roman general in his triumphal car was assigned a slave to whisper, "Remember thou art mortal." The field-marshal, who has led our armies to victory, needs none to remind him of his humanity.

Then, as the great array of officers of the headquarters staff, of army commanders, and of the Dominions' forces rode by, men gave themselves to picking out this man and that and putting up a special cheer for him they delighted to honor. But there was a vast, united roar for the "officers and men of the 1914 Expeditionary Force," whom in our negligée we call the "Old Contemptibles." A small band they marched. The others—verily they are gone into the darkness, even many valiant souls of heroes. What thoughts were in the minds of those who marched by the monument to their comrades, what memories of the retreat in those blazing days of 1914, of the great counter-stroke on the Marne, of the desperation of the long battle for Ypres? What memories of comrades, friends, and kin in the last agonies when the fate of the army loomed dark?

Then, laden with the laurel wreaths of victory, came the massed standards and colors of our army. Many a new battle honor must be blazoned with the rest now. The price has been paid in full. And the men who march in the old regiments give "eyes right" to the dead as they go swinging by. We never knew the names of the men who died where they stood on the hill at Albuera, but they have left us a heritage of glory jeweled in an immortal phrase, and who knows how much the fame of that "unconquerable British infantry" has done to make the army which won our war? The generation which has borne the burden of the last five years leaves its own honor, its own standard of duty, as a rich heritage to the future.

"Fuller-Built" Landmarks



HOTEL
PENNSYLVANIA
McKim, Mead & White
Architects

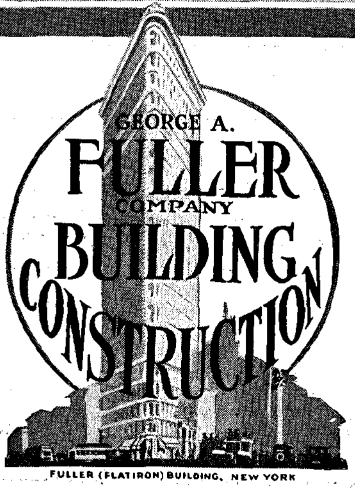
HOTEL
COMMODORE
Warren & Wetmore
Architects

IN nearly every important city and industrial center "Fuller-Built" Landmarks attest the part the George A. Fuller Company has played in building construction work since its organization in 1885.

The Pennsylvania and Commodore Hotels were built and completed at the same time that the company was building the mammoth U. S. Army Warehouses and Wharfs at New Orleans and carrying on important work aggregating over 51 million dollars in 38 cities.

The experience which made this record possible is available to architects and owners of property who contemplate a building operation, and will be found particularly valuable at this time when such unusual conditions confront the man about to build.

Consultation is solicited through the company's various offices, as noted below.


GEORGE A.
FULLER
COMPANY
BUILDING
CONSTRUCTION

FULLER (FLATIRON) BUILDING, NEW YORK

George A. Fuller Company

New York
Boston
Philadelphia
Montreal
Buffalo

Washington
Baltimore
Pittsburgh
Cleveland

Chicago
Detroit
St. Louis
Kansas City
New Orleans

"DECIDEDLY UNCONQUERABLE" IS MLLE. LENGLEN, TENNIS CHAMPION

THE WHOLE FRENCH NATION is devoted to her, this Mlle. Suzanne Lenglen, who has beaten the British at their own game of lawn-tennis as played on grass courts. They call her "the Diana of Tennis" and "the Goddess of the Game," but chiefly she is just "*Notre* Suzanne." She has played in Paris, down south under the white sunlight of Nice and Monte Carlo, and lately she has crossed the Channel to win further victories, playing against English champions. "Suzanne Lenglen is decidedly unconquerable," the editor of a French paper wrote while she was in the midst of her conquering career, and the French girl thus far has proved the dictum literally true. "Probably only one per cent. of her fellow countrymen know the least thing about lawn-tennis," writes Lincoln Eyre, press correspondent of the New York *World*. Nevertheless, he says:

All of them have a fondness for glory and a keen appreciation of youthful achievement, particularly when the youth is of the feminine gender. Hence the victory won by brown-eyed, brown-armed Suzanne Lenglen on the courts of England has given France a thrill of joy.

That which is specially pleasing about "our Suzanne's" capture of the world's championship on grass courts is the fact she is so thoroughly, delightfully French. And it is rare indeed for a Frenchman or a Frenchwoman to beat Anglo-Saxon antagonists at their own game. So when one accomplishes the feat in sensational style, and when one happens to be a pretty girl just out of her teens, is it any wonder all France rejoices?

Some day, perhaps, American tennis fans will have a chance to see Mlle. Lenglen in the flesh, for it's in the back of her mind to cross the Atlantic and have a go at Molla Bjurstedt or Mary N. Browne, who are respectively champion and champion emerita of the United States. When, or if, she does, our tennis public will swiftly understand why she is the best-beloved young nymph that ever volleyed the white ball out of her opponent's reach.

I base that assertion on the fact Suzanne has every quality that endears capable girlhood to the American heart. She is charming of face and figure, fairly effervescent with high spirits and the joy of living, wholly unspoiled by success and the spotlight, and a thoroughgoing good sport in the best sense of the word. Let's hear what A. E. Crawley, author of "The Book of the Ball," and one of the most eminent British authorities on lawn-tennis, thinks of her:

"'And through the dim wood Diana threads her way.' When Andrew Lang penned that pretty phrase I expect he was thinking of some girl golfer on the fairway at St. Andrews. He ought to have seen Suzanne Lenglen 'moving on the face of the'—lawn-tennis court. 'Her walk revealed the goddess' is some one's feeble translation of Vergil's words, but it will serve my point.

"I have never seen on a lawn-tennis court either man or woman move with such mechanical and artistic perfection and poise. Whether her objective is the ball, or merely 'changing sides,' she reminds you of the movement of fire over prairie grass. She has the figure of those Spartan girl-athletes we still see in marble across the ages. As the game demands, she is never fixt or 'planted,' always moving. She serves with all the male athlete's power of 'throw' (a movement supposed to be denied to woman's anatomy). She smashes with the same loose and rapid action, the release of a spring of steel.

"She has no labored top-spin nor the slight cut beloved of the average woman player. The ball is hit full and plain and square. Mlle. Lenglen's wrist is as wonderful a bit of mechanism as her ankle. Her volley is not a timid push, but an arrow from the bow. And an arrow from the bow is Suzanne herself."

Suzanne hails from Compiègne, that little Soissonais town that also produced Guynemer, most glorious and most mourned of all French aerial aces. Her parents, quiet, well-to-do folk, were wont to voyage southward every winter to Nice, where Father Lenglen played a bit of tennis now and then. When she was twelve she was contesting Riviera tournaments with hard-hitting grown-ups; and at fourteen, little more than five years ago, she won the championship of France.

Then came the war. Suzanne, like most French girls, abandoned all pastime to work at knitting socks or rolling bandages, or otherwise helping the *poilus*. In the course of four years she played tennis perhaps a dozen times. At the end of it she emerged to spring rocket-like to a place in the sun of sport that has seldom been gained by one of her sex. In the international tournament at the Paris Racing Club she became, in a single day, a winner in the ladies' single, ladies' doubles, and mixed doubles world's championships on earth courts!

"Suzanne Lenglen is decidedly unconquerable," the French papers wrote. She proved the dictum a few weeks later at Wimbledon. Before meeting the woman world champion on grass courts—on which Suzanne had never before played—she fought her way through six matches, losing only eighteen games in all. In the challenge round she faced Mrs. Lambert Chambers, the English star, who for seven years had held the title. Before the King and Queen and an enormous crowd, the vast majority of whom, while friendly, were frankly skeptical of her ability to overcome the handicap of lack of experience on the slow turf, the maid of France won through to victory in an epic battle, the deciding set of which ran to sixteen games!

Of herself Mlle. Lenglen dislikes to talk. To the English interviewers who crowded about her she said with a deprecating shrug of her slim shoulders:

"My method? I don't think I have any. I just throw dignity to the winds and think of nothing but the game. I try to hit the ball with all my force, and send it where my opponent is not. I say to myself, let the other one do the running about, but run as fast as you can yourself if you have to. *Voilà, messieurs.*"

One of the reporters was concerned about a newspaper article which had voiced fears lest the strain of tennis tournaments wear away the good looks and youthful bloom of feminine participators in them. He asked Mlle. Lenglen what she thought about it.

"But, *monsieur*," Suzanne protested, revealing her white teeth in rippling laughter, "surely it is not for me to express an opinion about that!"

SOLDIERS WHO FACE LIFE "WITHOUT THE BAND"

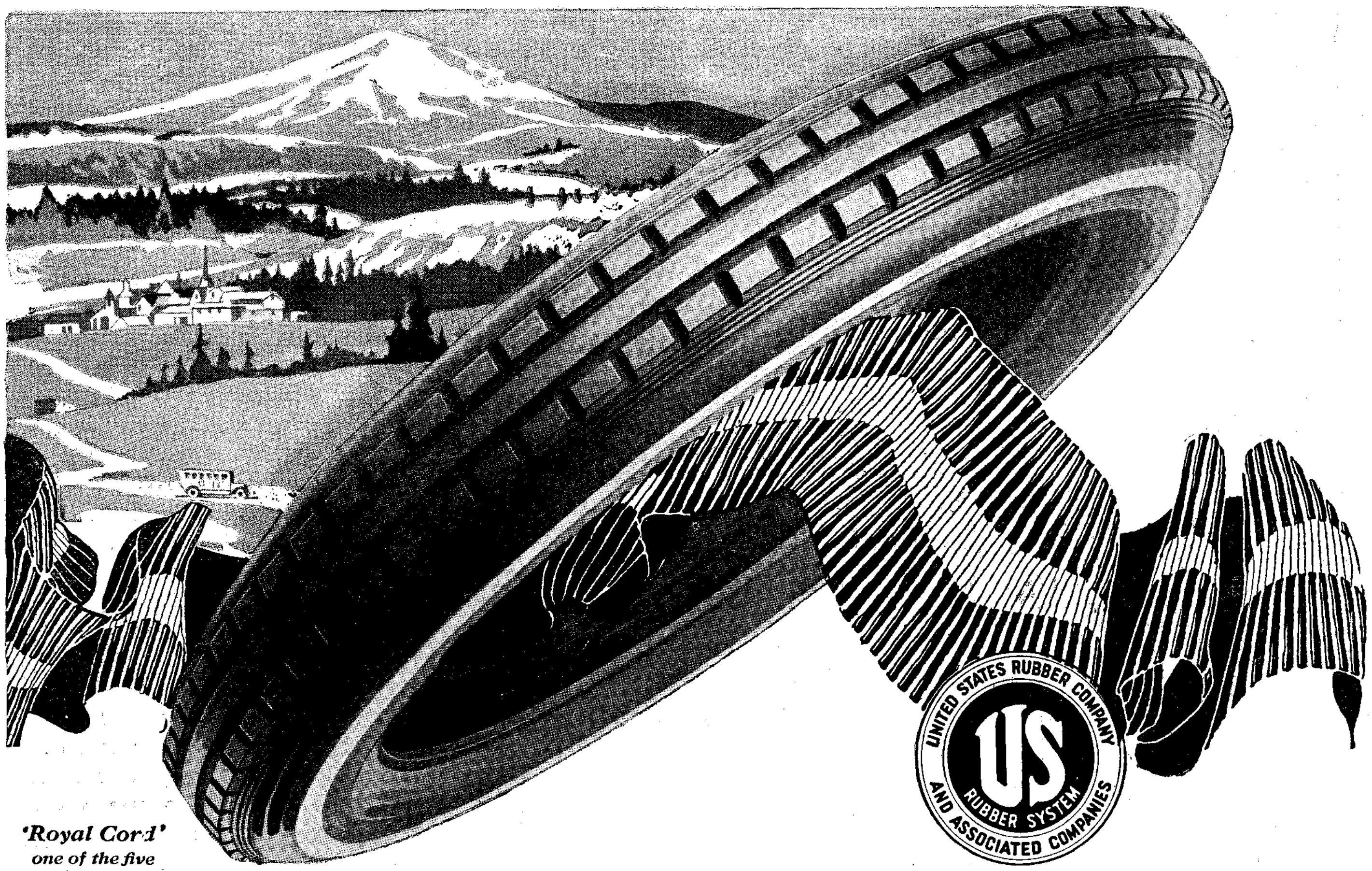
TAKING UP A QUOTATION from these columns, a soldier's paper throws a strong light upon the attitude in which some at least of the men who have fought overseas will return to civil life. The paper from which the following editorial is taken is *The Federes Weekly*, published at Fort Federes, A. P. O., No. 716, A. E. F. It is of six pages, mimeographed, and its editorial staff consists of men below the commissioned rank. The *Weekly's* article, which is headed "Without the Band," is as follows:

Quoting from the May 31 issue of THE LITERARY DIGEST: "Men who have known the inspiration of fighting for an ideal, the spiritual exultation of helping to make that ideal victorious, will not readily go back to mean and mechanical employment in civil life. Tens of thousands of young Americans, perhaps hundreds of thousands, are returning with ambitions and capabilities grown too big for their previous jobs. 'People must be patient with these men,' advises Lieut-Col. Arthur Woods, formerly Police Commissioner of New York City, now in charge of the government work of reestablishing soldiers and sailors in civil life. 'They must realize that if the soldier seems unsteady, if he seems dissatisfied and undecided, if he does not seem to settle readily into the old groove, the reason is that he has unsettled himself by giving to the utmost in order that we might continue to live in peace and security.'"

That is a very nice way to have other people look at us. But it is a very bad way for us to look at ourselves. It is more than possible that many of us will make excuses to ourselves and to others, on the grounds of "having unsettled ourselves, by giving to the utmost," when, as a matter of fact, the only thing that is wrong with us is that we are lazy.

" . . . will not readily go back to mean and mechanical employments in civil life." In the Army—in the great struggle for democracy—there has been no such thing as a mean job. If we were called upon to wash pots and pans, we washed pots and pans and were proud of the opportunity to help win the war with a scrubbing-brush.

But civil life is also a struggle. Mankind must fight for its existence, for its comfort, for its happiness. Every man who is engaged in any useful occupation is taking his part in that fight. If the army life has genuinely increased your capacities, it is right to strive for the biggest job you can get. You are an economic loss to yourself and to the world if you are producing below your capacity. But if force of circumstances or your own limitations place you in some "mean or mechanical employment," there should still be the same pride in your occupation as a producer that you have felt in the occupation of a soldier.



'Royal Cord'
one of the five

A Tip from Tacoma

Tacoma is the center for many motor bus lines which operate in the mountains of Washington. It is their job to struggle up the rough, tough going of the foothills, then down the steep trails into the valleys—and thus to connect numerous widely separated points the railroads fail to reach.

With the unusual conditions in mind, it is a most significant fact that Tacoma stage drivers are virtually unanimous in their endorsement of United States 'Royal Cords'.

We have no desire to boast of long mileages. Too many conditions influence the service a tire may give. We merely quote these letters to bring home this fact:

'Royal Cords' are built to endure. Their value proves up in extra miles—extra dependability. It manifests itself in the extra service exemplified by 'Royal Cord' success on Tacoma stages.

Surely, tires that will stand up and keep on standing up under such merciless conditions must have the stuff you want in your tires.

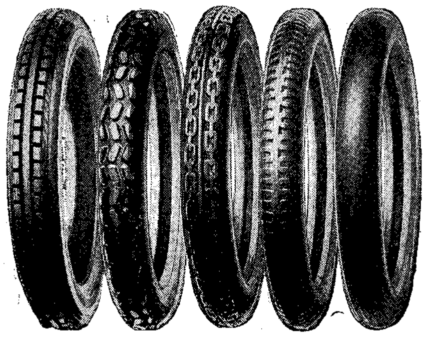
The 35x5 'Royal Cord' tires on the rear wheels of my 12-passenger Hudson have totaled over 21,000 miles and are still in good condition. I think, if I had used 'Royal Cord' tires exclusively during the past year I would have saved a good many hundred dollars.—David Crockett, Tacoma, Wash.

A 34x4 'Royal Cord' has made a total mileage of 43,091 miles on my 7-passenger Oldsmobile car on a stage run. Of this mileage over 18,000 miles was run on the right rear wheel.—B. Henry, Tacoma, Wash.

Two 37x5 'Royal Cords' have covered 28,000 miles on the rear wheels of my 11-passenger Stevens-Duryea passenger bus. Both tires are still in service, one having totaled to date 34,000 miles and is still in fair condition.—Karl Brown, Tacoma, Wash.

I have a 36x4½ q. d. 'Royal Cord' casing which made a total mileage of 32,386 miles on one of my 20-passenger Winton buses. The car weighs over 9000 pounds fully loaded and makes an average of 30 miles an hour. I have three other 'Royal Cords' each of which has totaled 25,440 miles on the rear wheels of this same car.
—Sumner and Tacoma Stage Co., Inc.
By C. A. Hansen, Pres.

'Royal Cord' 'Nobby' 'Chain' 'Usco' 'Plain'



For passenger and light delivery cars—'Royal Cord', 'Nobby', 'Chain', 'Usco' and 'Plain'. Also tires for motor trucks, bicycles and airplanes.

United States Tires
are Good Tires

Cosmolac

The Varnish for Porches and Porch Furniture, Sun Screens, Automobiles—for every varnish need indoors or out.

"The Car Looks Great"

"I Cosmolaced it yesterday and now it looks as if I'd covered it with a thin sheet of unbreakable plate glass. I spilled gasoline on it and it didn't hurt it at all. Let's take a ride".

Cosmolac is a clear transparent varnish, tough and elastic, with wonderful endurance that makes it practically proof even against excessive wear, accident or abuse.

Cosmolaced porch furniture can stand in the blazing sunshine or in a down-pour of rain.

Even hot soapy water does not affect Cosmolac so you can wash your Cosmolaced auto as often as you please.

Cosmolac can be used on any surface requiring varnish indoors or out. It will not scratch, bruise nor scar white even though struck by a hard object.

Your dealer has Cosmolac or can get it for you. Write Cosmolac Department for varnish information.

85th Year John W. Masury & Son
Manufacturers of Paint and Varnish
Factories, Brooklyn, N.Y.,
New York—Chicago—Minneapolis—San Francisco

Perfection Flat White and Colors · China Gloss White Enamel Liquid House Paints Pure Colors In Oil Automobile Colors

THE AUTHOR OF A "BEST-SELLER" DOG-STORY TELLS WHY HE LOVES DOGS

IF you are going to buy a dog, you should get either an animal whose nature is in reasonable harmony with your own prevailing moods, or else one whose traits will counterbalance some of your own characteristics, suggests Albert Payson Terhune, the well-known writer, in an article in *People's Favorite Magazine* (New York) on why he likes dogs. Mr. Terhune should know what he is talking about, for he admits to having made a close study of dogs and their ways for forty odd years, and has recently published a book entitled "Lad: a Dog," which is said to be one of the best dog-stories appearing in recent years. He says he likes dogs in the same way one likes people; that is, some he likes very much; some he doesn't like at all; and some he neither likes nor dislikes. "Only," he adds, "I have found more likable dogs than humans." According to Mr. Terhune, dogs possess character much as human beings do. No two are alike. Some are dignified and with a stately manner, while others are frisky and irrepressible. Broadly, he finds that the different traits in dogs depend upon their breed. Hence—

If you are of a glum and dignified nature—and if you rather admire that type of man—the dog for you is a great Dane or a Russian wolfhound. One that has passed the jolly and irresponsible age of puppyhood, and that has not too much imagination. Both of those dogs are lofty of manner as well as of aspect. Both, by appearance as well as in general characteristics, will fit in your pose. It is a trifle hard upon the dog. But he will learn quickly what is expected of him. If, on the other hand, you want a dog to break up your glum dignity, the fox-terrier, or the collie, or the bull-terrier will do wonders for you. All three are blessed—or cursed—with an abidingly frothy sense of humor and with bubbling originality.

If you are a pugnacious chap and want a kindred soul to share and abet your scrappy qualities, take any of the terrier breeds—except the Boston—ranging from bull-terrier to Scotch. Nearly all of them love a scrap for a scrap's own sake and for the joyous excitement thereof. They are forever looking for adventure—especially if a bit of trouble is linked with it—and they will give you plenty of action along your own favorite line.

Watch a typical Irish terrier's morning march down the road, if you doubt this—also if you doubt he is Irish. He fears nothing. He seeks to avoid nothing that will lead him into a row or into a perilous adventure. He is Irish. And he is a terrier. Let the other dog turn aside, Mickey won't.

If, on the contrary, you seek to cultivate traits of peaceful friendliness, buy a sad-eyed and enormous-eared beagle, or else a spaniel—cocker preferred. They are lovable little fellows, sleek of head, demonstratively affectionate, fairly well-equipped with brains, pretty pets. The kind which—were they human—would never cause their mothers a moment's anxiety.

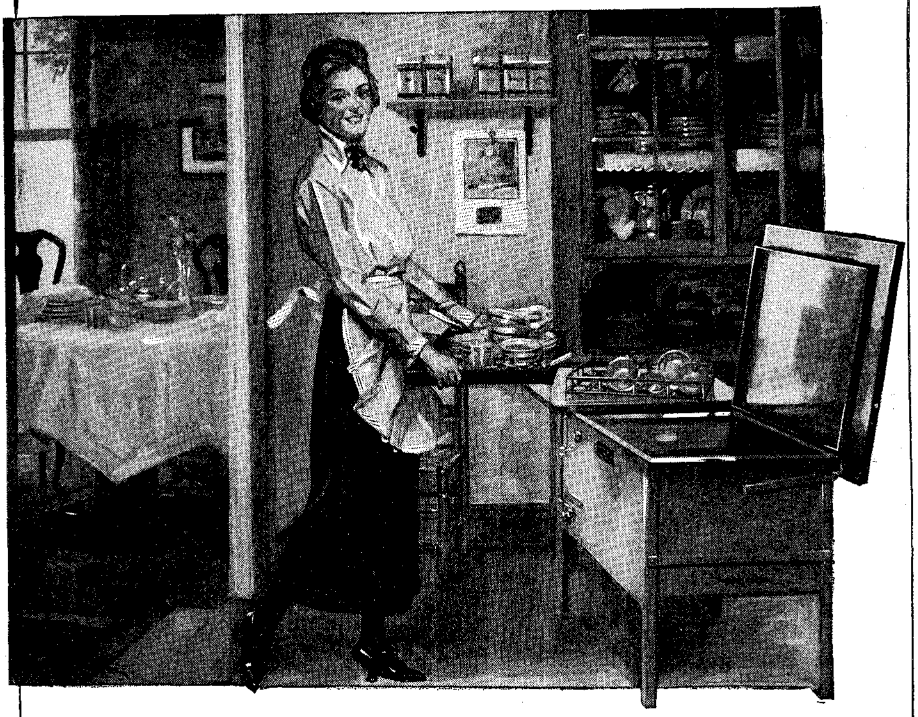
As is well known, one of the most popular dogs to-day is the Airedale. In his discussion of the various breeds, however, Mr. Terhune confesses that this somewhat unkempt form of canine makes no particular hit with him. The peculiarity which has been responsible for this animal's being styled the "one man" dog tends to make him savage, and, moreover, the Airdale is not a breed, but a glorified mongrel.

"Fifty years ago 'there wa'n't no sech a animile,'" says the writer and continues:

> But there were otter-hounds and old English sheep-dogs and certain types of terriers. And these several breeds were crossed and intercrossed along carefully predetermined lines. The result was the Airedale. He is a blend of not less than four different breeds.
>
> Out of this welter of cross-breeding the Airedale has emerged; compact, wiry, muscular, fierce, loyal; with no claim to ethereal beauty, but with much serviceableness. He will die for his master, and he will be delighted to bite any other dog's master. He does not care for your acquaintance, and he makes no secret of his aversion. He does not belong to you. Therefore, you don't belong around him. His teeth will tell you so.
>
> Slenderly, powerful, supremely homely, with all the true cleverness of a mongrel, he holds a place of his own in dogdom. At shows, don't try to pat him or you are likely to remember him longer than he will remember you. There may be many exceptions to this Airedale rule. I have known, personally, of but one. That was R. T. Sheldon's famous "Cæsar," of the great Oorang stock, an Airedale not only friendly and wise, but actually beautiful.

What Mr. Terhune has to say about the German police dog reminds one of the old Norwegian adage to the effect that "*Alt fa er sin herre ligt;*" or, "All cattle resemble their master." This animal is now camouflaged under the name of "shepherd-dog," but the writer is of the opinion that if his ancestors ever "saw a sheep at close range it was a half-minute or less before that sheep's sudden death." He goes on:

> Outwardly suggesting a blend of wolf and hyena, inwardly chock-full of true German efficiency, the police dog is cleverer than any mere dog has a right to be. I have read, in advertisements, that he is a safe and gentle pet for his master's children, as well as being stanchly loyal to the master himself. This may be true; probably it is.
>
> Twice, since I began to write dog-stories, I have had the offer of high-pedigreed and blue-ribbon German police dogs, as free gifts. I was duly grateful for both offers. And I refused them. Let me cite one instance of the police dog's uncanny brain-power.
>
> At the Madison Square Garden dog-show, some years ago, I stopt in front of the bench of a police dog whose master was grooming him for the ring. I fell into talk with the man. He tightened the dog's chain, then said: "Now pretend to strike me."
>
> I did so. The dog flew at me, in screaming fury. His strong chain alone kept him from my throat. Now there is no novelty in this story, thus far. Many



"Is dish-washing hard?
—not in our house!"

WHEN closed, you use the Western Electric Dish-washing Machine as a kitchen table. Into it, when open, you put your finest china, glassware and silver—all safely arranged in wire racks.

Put in hot water with soap or cleansing powder, turn on the electricity, and in a few minutes the dishes will be thoroughly clean. Repeat the operation with scalding hot water and the dishes will quickly dry themselves.

This practical dish-washer will last many years—every day proving that electricity makes easy even the hardest and most disagreeable of household tasks. Five cents worth of electricity will wash the average family's dishes for a week. It is wonderful—that's why you will want to see it demonstrated.

The world's largest distributor of electrical household helps guarantees this practical labor saver.

Be sure to see it demonstrated.

Western Electric
Dish-Washing Machine

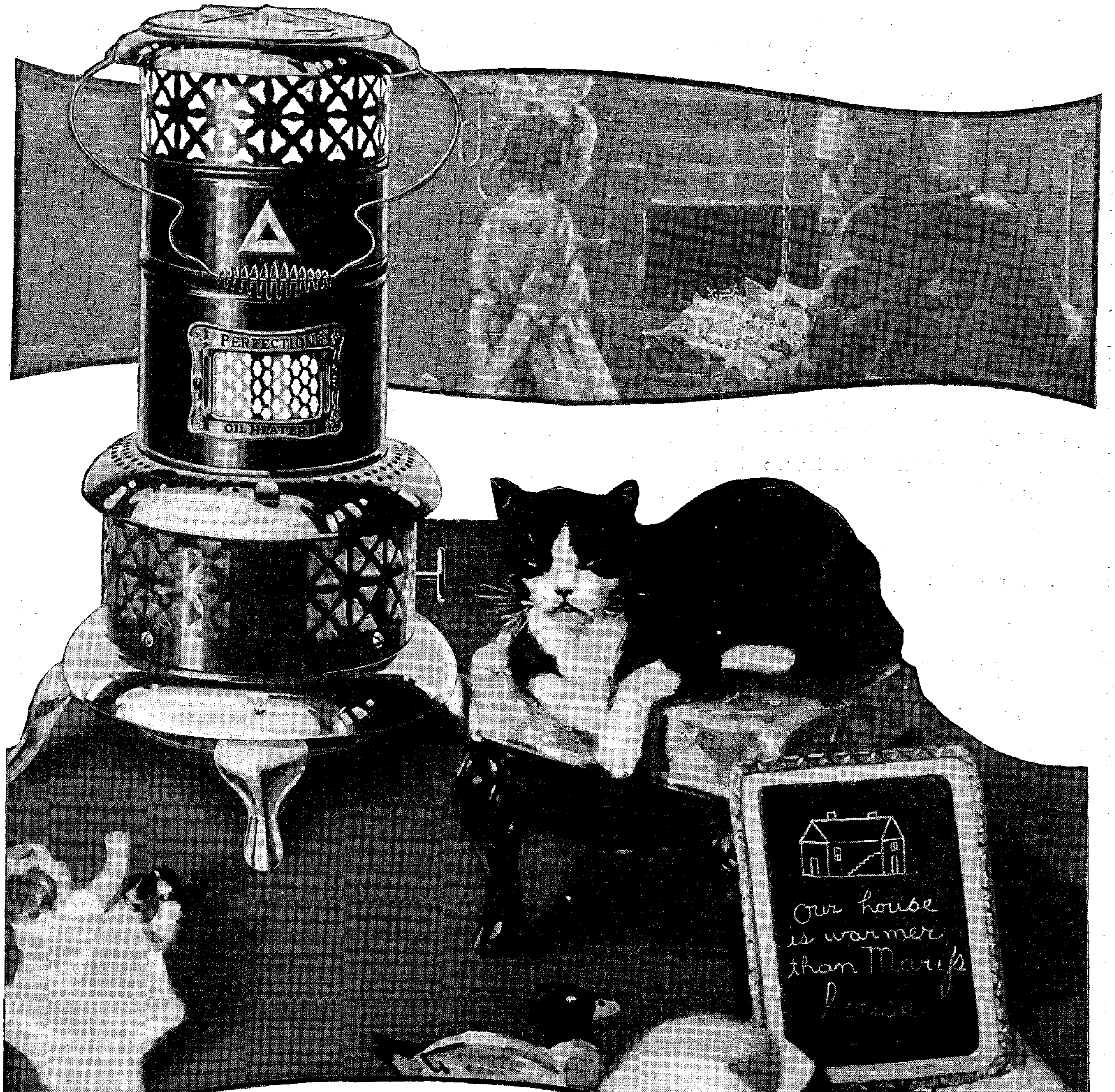
Write for Booklet No. 33-D and we will tell you where you can see this dish-washer demonstrated.

WESTERN ELECTRIC COMPANY, Inc.
New York Chicago
Kansas City San Francisco
Other Distributing Houses in Principal Cities

WESTERN ELECTRIC CO., Inc.
Gentlemen:
Please send me Booklet No. 33-D, describing the new Western Electric Dishwashing Machine.

NAME

ADDRESS


PERFECTION
OIL HEATER
Our house is warmer than Mary's house

Don't Start a Big Fire to Kill an Autumn Chill!

Start a Perfection Oil Heater Instead

It warms in a jiffy—saves all that bother of starting a coal or wood fire—gives clean, convenient heat when and where you want it. Prepare now for the coal shortage.

Heats ten hours on a gallon of kerosene oil—easy to carry—just right to chase chills from cold corners on nippy fall mornings and evenings.

Over 4,000,000 users find Perfections warm friends. Buy yours *now*—at any good dealer's—enjoy the extra months of service.

PERFECTION *Oil Heaters*

Made by
THE CLEVELAND
METAL PRODUCTS CO.
7451 PLATT AVE.
CLEVELAND, OHIO

CMP
HOUSEHOLD PRODUCTS

Also makers of
ALADDIN
Cooking Utensils,
NEW PERFECTION
AND PURITAN
Oil Cook Stoves

> dogs will attack a man who strikes their master. The owner then spoke to the dog in German—a language I do not know—and said to me: "Now, will you pat him?"
>
> I put my hand on the raging dog's head. The animal quivered with hatred, but made no move to bite me. He was acting under orders.
>
> This was on the morning of the first day of the show. I did not chance to go to that part of the Garden again until the night of the show's fourth day. Then I paused in front of the same dog. He was half asleep. Thousands and thousands of people had passed and repassed his bench in the preceding four days.
>
> As I stopt, he glanced drowsily up at me. Then into his shallow yellow eyes dawned the sudden light of recognition. I was the American who had struck at his adored German master. With a howl of fury, the dog hurled himself at me, frothing and snarling in his mad effort to reach my throat.
>
> That was all. Out of all the show's countless thousands of spectators, he had carried the memory of me for four confusing days and nights—the memory and the deathless hate. No dog has a right to such a brain. There was too much German efficiency about it to suit me. I don't care to own a German police dog—I mean a "shepherd-dog."

That funny little creature, the dachshund, described as "half a dog high and a dog and a half long," is to-day known as a "badger-hound," another change in name, one takes it, due to the late unpleasantness in Europe. Mr. Terhune questions the appropriateness of the new name, however, just as in the case of the "shepherd-dog," and wonders what this little canine curiosity would do if he should meet a sure-enough badger face to face. In this connection he mentions the fact that it is no uncommon thing for a dog to be credited with qualities, savage or the reverse, which he does not possess. An example is the bloodhound, of which he says:

> The bloodhound is an utter fraud in the matter of savagery. He is usually the gentlest and kindliest of dogs. His miraculous power of scent used to enable him to track fugitive slaves. But when he caught up with his victims, he was more likely to frolic with them than to bite them. It was his deep baying alone which enabled the human pursuers to follow and to recapture the runaway. In the actual recapturing, the bloodhound took no part.
>
> And as soon as refugees learned the trick of sprinkling a little red pepper in their own tracks, they had nothing to fear from the bloodhound's pursuit. One sniff of that pepper in the sensitive nostrils of the dog, as he followed along the trail, put the poor brute out of the scenting business for some days to come, and robbed him of all interest in tracking down his quarry.

There are fashions in dogs, says Mr. Terhune, just as in clothes. Thus, there are now no more pugs, no Newfoundlands, and no mastiffs. Of the Newfoundland it is said that this dog was one the world could not afford to lose. "He was the stanchest, bravest, strongest, and most sagacious of them all—a life-saver and a gentleman." But of all canines on earth none holds the place in the writer's affections that does the collie. He discusses this dog last, but admits that he has been able to restrain himself only with difficulty while dealing with the other breeds. "I know of no dog with one-half of the collie's beauty," he says. "I know of none with his blending wisdom, lovableness, and sense of humor." Further:

> The collie has kept closer to the original wolf-strain than has any other type of dog. He has lost the savage wolf heart, but he has kept the wolf brain, with all its resourcefulness and its uncanny wisdom and its sleepless alertness.
>
> He will learn—rightly taught—with bewildering quickness. He will remember forever anything he has once been taught. He is a born humorist, is thrilledly and noisily excitable, and at the same time the most sympathetic and understanding dog in the world. As a pal, as a fearless guard, as farm-helper, as a house dog, he has no peer.
>
> Also, he is the most sensitive animal on earth. A very brief course of ill-treatment in puppyhood will turn him into a worthless cur, either cringing, or mean, or an out-and-out rebel. That is the human element in him. He responds to right or wrong treatment as does a sensitive child.
>
> A guest was walking with me through the woods, near Sunnybank, last autumn. My collies were with us. One of them put up a rabbit. All of them gave rapturous chase. One of the collies had cut his foot, a few days earlier, and I did not want him to scratch it in a pell-mell rush through the undergrowth, so I called him back to me. I called him by name; I called but once. Almost in mid-air, the dog checked his headlong rush and cantered over to where I stood.
>
> "He must have had a good many lickings," suggested my guest, "to hammer such instant obedience into him."
>
> For answer, I picked up a stick and swung it threateningly over the dog's head. He pricked up his ears and stood ready to retrieve the stick in case I should throw it. That was the only sign of interest he showed, even when I struck at him with it and brought the heavy club swishing down within three inches of his head. Next, I drew back my foot and kicked at him. Again the dog made no move.
>
> He did not understand either gesture. He had never been struck. He had never been kicked. A swinging boot-toe and brandished stick meant nothing to him. I had brought him up, from birth, to obey. I had done it by patience and by letting him understand from babyhood that obedience was a part of his life. Being a wise and sensitive puppy and with all a collie's amazing swiftness to learn, he had been trained, completely, before he was five months old.
>
> There was no magic, no mystery, about it. Any half-wit who can keep his temper and his sense of proportions, can train a collie pup into a perfect dog.
>
> On the first day that I became owner of my big prize-winning collie, Bruce—or Sunnybank Goldsmith—he started to follow me into the dining-room. Now, while old Lad lived, no other dog was allowed in that room, so I said, quietly: "You can't come in here, Bruce. Back!"
>
> The big dog halted on the threshold,

Barreled Sunlight
Reg. U.S. Pat. Off.

THE RICE PROCESS MILL WHITE

USED IN OVER 5000 PLANTS

The OIL paint with a GLOSSY, tile-like, white finish. Made by a special process over which we have exclusive control. Contains no varnish. Brushes and sprays freely. Its firm, yet elastic surface will not crack or scale, for it expands and contracts with temperature changes and withstands vibrations.

INCREASES DAYLIGHT 19% to 36%

Reflects every ray of natural and artificial light. Reduces your lighting bills. Resists dirt. Is sanitary and can be washed clean when other paints need recoating. Remains white long after other paints have turned yellow under the same conditions. This we guarantee.

For all interior use in paper mills, shops, factories, stores, etc.

Highest price in the barrel.
Lowest cost on the ceiling.

Write for booklet—"The Yellow Peril"

U. S. Gutta Percha Paint Co.
29 Dudley Street, Providence, R. I.

Be a Better Salesman

You can—whether you are a beginner or already experienced. *Successful Selling*, by E. LEICHTER, will help you to train yourself to judge every prospect right, and use the selling tactics best adapted to each individual case. By mail, 64 cents.

FUNK & WAGNALLS COMPANY, New York

Dr A Reed Cushion Shoe
DR. A. REED CUSHION SHOE
J.P. SMITH SHOE CO.
DR. A. REED CUSHION SHOE
JOHN EBBERTS SHOE CO.

"It's All in the Cushion"

The luxurious comfort of the cushion is like walking on velvet.

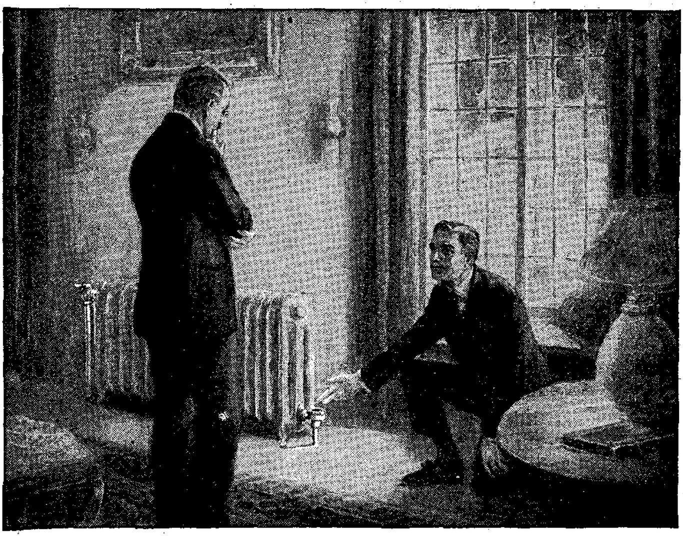
The Original and Genuine

Dr. A. Reed CUSHION SHOES

J.P. SMITH SHOE CO.—JOHN EBBERTS SHOE CO.
Makers of Men's Shoes — Makers of Women's Shoes
Chicago — Buffalo

These "easiest shoes on earth" absorb all shocks to the body and serve as non-conductors of heat or cold. They need no "breaking-in."

If there is no Dr. A. Reed dealer in your city, write us.



"It's this trap, Joe, that makes my heating system O. K.!"

FOLKS will no longer accept noisy, leaky, half-hot steam radiators as a necessary nuisance. They know now that poor circulation of the steam causes the trouble—and that steam cannot flow freely when radiators are clogged with air and water.

This lesson has been learned by thousands of home owners, managers of industrial plants, public institutions and office buildings, including the Woolworth Building. All of them swear by the Dunham Radiator Trap—a simple little device that automatically removes the troublesome air and water from steam heating systems. The Dunham Radiator Valve is another valuable feature of

Dunham Packless Radiator Valve

The DUNHAM HEATING SERVICE

This valve has no packing to wear out; cannot leak; opens or closes fully with seven-eighths of a turn; is conveniently placed at the top of the radiator.

Dunham Radiator Trap

Dunham Heating Service makes existing steam heating systems give more heating comfort per ton of coal, plans new systems in cooperation with architects and heating contractors—and, on request, inspects installations to be sure they are giving entire satisfaction. You will want to learn more about this valuable feature.

Everyone who wants to keep warm this winter should have the booklet "The Story of Dunham Heating". If you rent, send the booklet to your landlord.

C. A. DUNHAM CO., Fisher Building, CHICAGO

Factories: Marshalltown, Iowa
Toronto, Canada

Branches in 36 cities in United States and Canada

Our service Station Plan is getting profitable business for heating contractors in towns of less than 100,000 population.

Noisy, half-hot radiators waste heat. They should be DUNHAMIZED

and turned back. Nor, for the next three years, did he ever again set foot in the dining-room. Always he would follow me to the door, and there would stop. Since Lad died, Bruce is promoted to be the "dining-room dog" at meal-times, and the other dogs know enough to keep out.

If there is anything more laugh-evoking and altogether jolly than a bunch of three-month-old collie pups on their twice-a-day exercise ramble, I never saw it. They are an animated windowful of Teddy bears with infinite capacity for getting into unbelievable mischief and trouble and with spells of sudden affection which send them rushing back in a wildly scrambling throng to their master to be patted at intervals throughout the walk.

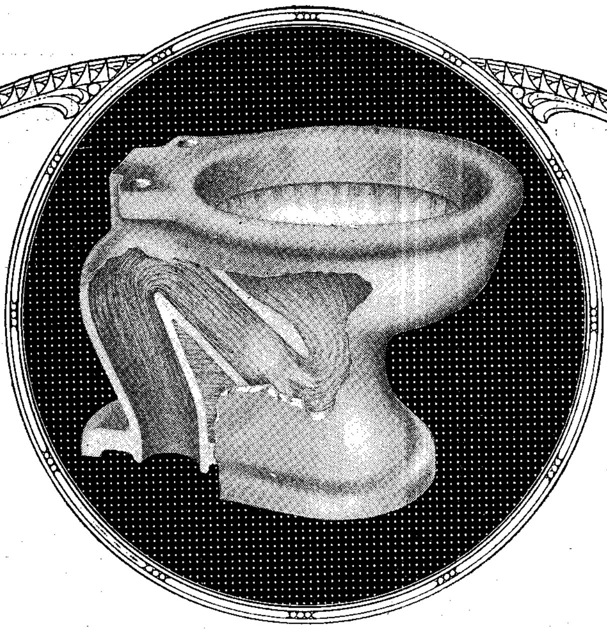
Mr. Terhune advises the reading of Maeterlinck's essay on the dog, and he gives a short outline of its contents. He says:

> Did you ever read Maeterlinck's essay on the dog? Read it. In brief, it points out that man lives in a world of creatures that hate or fear or ignore him. His crops, if left to themselves, go back to their wild state and desert him. His horse can be ridden away by any stranger. His cattle care only for the feed he gives them. His cat will leave his hearth for a warmer one. The jungle animals seek to kill him.
>
> Thus, man stood alone in a hostile world until the dog leaped across the chasm of aloofness and made man his god. Of all the world's animals, the dog alone loves man and serves him to the death, and even hunts down other four-footed animals in man's service. The dog alone has formed a deathless alliance with man and has made himself man's willing and worshiping slave.

HUMAN RAW MATERIAL AS A FACTOR IN EDUCATION

ANY finished product is dependent for its quality on two things—the raw material and the skill with which it has been worked up. This obvious fact is applied to education by an editorial writer in *The Engineering and Mining Journal* (New York, August 9). Too many discussions of educational matters, he thinks, fail to bring to bear upon the question of education the most vital element involved—the raw material with which the educator has to deal. In university work, the entering student is supposed to have passed the high school and to have acquired habits of study and application. He is presumed to have given some serious thought to the selection of a life-work. The writer goes on:

> Indifferent men sometimes develop and change radically for the better. In considering raw material one must never fail to remember that youth is in the plastic state and that the man is in process of development. Wretchedly poor material may suddenly change into better. A student who has been a trial throughout his college work, and who has just scraped through, may yet develop into a useful man. Sometimes a graduate finds himself only after some bitter experience which directs his attention to his own shortcomings and



Sectional View of Watrous Duojet Closet

Fig. C-200-L

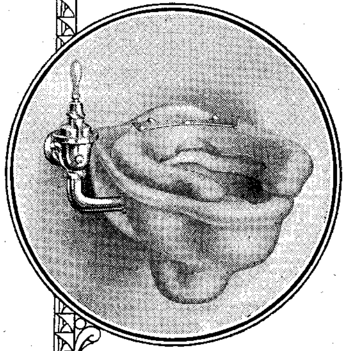
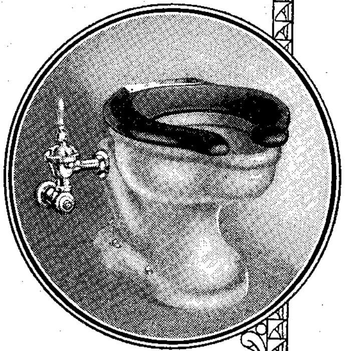


Fig. C-304



Watrous Closets for Every Purpose

THE WATROUS DUOJET principle, which is the basis of construction for all WATROUS closets, represents the highest development known to plumbing science.

The two powerful converging jets at the entrance of the trap, as shown in the central illustration above, instantaneously establish a continuous flush, from start to finish, using only two or three gallons of water. The economy of water alone is a big factor in large installations.

Fig. C-220

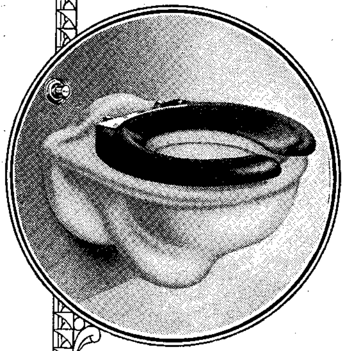
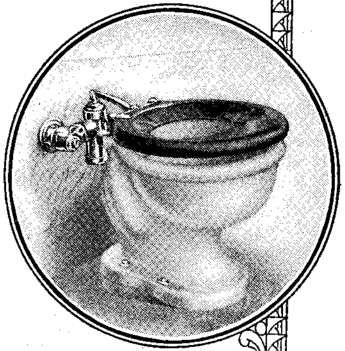


Fig. C-320



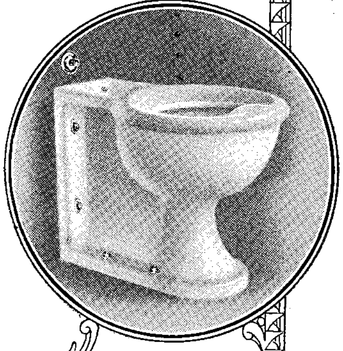
WATROUS
PATENT
PLUMBING
FIXTURES
AND
DUOJET
WATER CLOSETS

Eliminating the down leg of the ordinary siphon jet closet as an operating element, the WATROUS DUOJET has no crevices, ledges or zig-zag passages to clog or foul.

WATROUS Closets are made in special designs for factories, schools, colleges, hospitals, asylums, prisons, municipal and public buildings. Buyers of plumbing fixtures and supplies should have our complete new catalog, describing in detail the Watrous line of Closets, Flushing Valves, Urinals, Self-Closing Cocks, Drinking Fountains, Liquid Soap Fixtures, etc. It will be sent to you on request.

Fig. C-314

Fig. C-410



The Imperial Brass Mfg. Company
1229 West Harrison Street Chicago, Illinois

Imperial Products Include
- Oxy - Acetylene Welding and Cutting Equipment
- Lead Burning Outfits
- Carbon Burning Outfits
- Kick Plates
- Door Guards
- Pull and Push Bars
- Auto Accessories
- Imperial Cast Bronze Signs
- Imperial Name Plates
- Imperial Honor Rolls
- Liquid Soap and Dispensers
- Self-Heating Iron
- Imp Flashlite Gun

Catalogs Sent Free

stimulates in him a desire to begin in a new and better way.

A high quality of finished metal requires good raw material as the starting-point, else great skill and knowledge will be required in bringing it to the requisite standard. Similarly, a college may graduate a high-grade man if it starts with good raw material. But the unskilful handling of a high-grade iron ore may produce an indifferent steel. So it is in an educational institution. Not only must there be a careful selection of good raw material, but there must also be competent handling of it, else such material may be spoiled in the making. Thus the two essentials, good raw material and competent instructors, may be taken as the prime requirements for the production of high-grade men, whether they be mining, civil, electrical, or mechanical engineers.

In striving for large numbers of students educational institutions are prone to overlook the fact that by so doing they often increase their own difficulties in producing a high-grade or even a fairly satisfactory graduate. First-class men are submerged in the mass of indifferent ones. It is like mixing rich ore with poor ore. On the other hand, however, the presence of a few good men in a class benefits many of the less able and tends to sweeten the product, altho at the expense of the more competent men. It is for this reason that any plan for the segregation of such men generally from the ordinary run of classwork would meet with objection. Nevertheless, for the benefit of these men, additional work under the direction of the best leaders of the educational staff should be provided in each institution, and they should be relieved from a corresponding proportion of less important work. Recognition in this way would have an excellent influence upon all of the students.

HISTORY WRITTEN IN THE CATTLE-BRANDS OF TEXAS

ROMANCE, comedy, and tragedy, which have played so large a part in the development of Texas and the Southwest, cluster thick around those cabalistic signs by which the ranchers of Texas have identified their cattle for the last few centuries. Around these "brands" have centered thrilling deeds enough to fill several volumes, not to mention some thousands of feet of movie-film. The simple marks have been the means of bringing swift retribution to a host of outlaws; they have served as the basis for transactions involving the sale of untold millions of head of cattle. Men have died with great suddenness because of an unexpected crook in a "C" or an unusual angle in the placing of a "K." A writer for the New York *Evening Post* has made some investigations of these markings with the following interesting results:

> The records of the Texas Cattle Raisers' Association show that there are more than 8,000 registered brands in this State, says an Austin correspondent of the Los Angeles *Times*. No two brands are alike. Usually each brand represents a separate ranch. It is often the case that a ranch is much better known by the brand of its cattle than by the name of the owner. Owners may change, but the brand never. When Hernando Cortez conquered Mexico, in the early part of the sixteenth century, he established a ranch upon the Isthmus of Tehuantepec. The cattle bore his brand. Altho that was nearly 400 years ago, the cattle upon that ranch to-day bear the original Cortez brand.
>
> The origin of the cattle-brand dates back to the dim dawn of history. In the days of free grass and open range the brand was an absolute necessity in order that the owners might identify their cattle in the annual round-ups. With the coming of wire fences this necessity was largely obviated, but the brand served still to place guilt upon cattle-thieves. This purpose is still served and this fact accounts largely for the retention of the brands by all of the ranchmen.
>
> Ingenious methods are sometimes used by cattle-thieves to change existing brands upon stolen stock. Most of the members of the Texas Ranger Force are experts in the matter of detecting the disguising or changing of brands.
>
> The cattle-brands of some ranches are an intangible asset of great value. These brands have come to stand for honesty in breeding, honesty in weight, and honesty in dealing, just as the heraldry of knighthood stood for honor, for bravery, and for noble deeds and accomplishment. The announcement that cattle of a certain brand are offered for sale is often sufficient guaranty so that no precautions against fraud of any kind are taken.
>
> In the record of brands every letter of the alphabet is represented, and most letters are found in three or four positions. An exception is "O," which has but one shape, in any position, and therefore can be used only once. True, there is the "O" flattened at the sides, but it called a mashed "O," a link or goose-egg.
>
> "N" is another letter that is not susceptible of many positions, for horizontally it is "Z." "I" is another letter with a limited use. It is seldom seen except in combination with other characters and is usually called a bar.
>
> "C" and "K" are examples of letters that are used in four positions. For example, an ordinary "K" makes one position. Turn it to an angle of 45 degrees and you have the "tumbling K"; on its back, horizontally, the "lazy K," and reversed, a fourth position. There are lazy and tumbling brands in all letters except "O" and "I."
>
> But when the cattle business becomes general and instead of one hundred ranches there are thousands, new brands must be devised. The seeker for a brand naturally gets an insignia different from that of other ranchmen, else the brand would fail of its purpose. So in the latter days the letters were finally all taken up and the necessity for individual and unique brands has led to many a strange device.
>
> For example, there is the "Spur" ranch, the "Turkey Track" ranch, the "Tumbling K," or the "Lazy X." Every ranch has its principal brand, and some have many others. Ranch-owners who trade extensively, and who are constantly acquring cattle with different brands, have a number of insignias on record. Often the ranchmen's sons and daughters have their special brands, and the dedication of a new brand is not an unusual form of celebrating a birth on the range.
>
> Among the peculiar brands is a pig-pen, which means a square with its sides extending to form the exterior angles. Crescents are common. Only one ranchman has a hatchet for a brand.
>
> A bow and arrow gives a name to one big Texas ranch. L. J. Kimberlin's ranch had a crutch on the hip and a coffee-pot on the side. The coffee-pot design is not so intricate as one might imagine—consisting of only eight lines.
>
> Wine-glasses are not uncommon as a brand, and the J. W. Friend Cattle Company in Crockett County had a gourd. A rocking-chair is the brand used by the H. B. Opp Ranch in Sutton and Menard counties.
>
> Lee Brothers had for their brand the graceful *fleur-de-lis*. Anchors are common, but only the John W. Franks ranch in the Osage Reservation boasts of the swastika.
>
> A hash-knife, a hat, the Masonic square, a key, a turkey-track, a bell, crossed walking-sticks, an hour-glass, a tree, a boot, a slipper, a flag, an apple, a flower, ladders, rakes, spades, a fence, a doll-baby, a cotton-hook, a fishhook, a bottle, bridle-bits, a frying-pan, a pitchfork, and even a comet may be seen among the long list of brands.
>
> A "scruple" indicates that the ranch owner was a druggist before becoming a cattleman. Hearts, diamonds, and clubs are found among the record of brands, but the spades are those of agricultural design.
>
> The tendency is toward smaller brands. Branding causes cattle to lose in weight, and the larger the brand the greater the suffering of the cattle and the greater the loss of weight, so the old-time custom of great brands, covering the whole side of a cow, is passing away. Hides are more valuable to-day also, and the big brands injure the leather.

AN AMERICAN NEWSPAPER WOMAN'S IMPRESSIONS OF THE PRINCE OF WALES

"THE little Prince has the air of wondering why he should be distinctive," says the "girl reporter" sent by the New York *Evening Post* to Quebec to get a view at close range of the Prince of Wales. She suggests that one gets the impression from his manner that he would like to come down from his lonely elevation and mingle with the ordinary humans who apparently enjoy a greater degree of freedom and seem to have a better time than usually falls to the lot of the average Prince, especially if he be heir apparent to an important throne. "Barring this wistfulness," says this writer further, "his manner in its shyness and absence of pose and display of excellent common sense remind one of Lieut.-Col. Theodore Roosevelt." Speaking of the Prince's youthful appearance and mannerisms, she goes on:

> Some one during the war spoke of the Prince of Wales as looking "incredibly young." He is still just that. His slight, not tall figure, his rosy cheeks, his fair, straight hair, parted boyishly to one side, all make him appear "in his teens" rather than the twenties he must be. Many a moving-picture actor would both look and act the part more perfectly—more according to Hoyle. But he couldn't be half so appealing. The little Prince is the real thing. His candid, round eyes are those familiar to us in portraits of his father, grandfather, and great-grandmother. His shyness and simplicity of manner are charming—even his embarrassment, which showed in his looking at his finger-nails, and then suddenly remembering not to do

That's what USL men everywhere say
USL storage batteries

Sell yourself - - - -

The USL BATTERY

TO "sell yourself" on USL, all you have to do is to study its points of superiority.

For example, compare the USL exclusive machine-pasted plates with the unreliable, old-style, hand-pasted plates.

Then observe carefully the USL patented top with its improved filling device.

Then check up the USL Dry Charged shipping method which makes sure that the life of your battery begins the day you get it.

And, finally, bear in mind that USL batteries are sold on a 15-months' guaranteed adjustment plan.

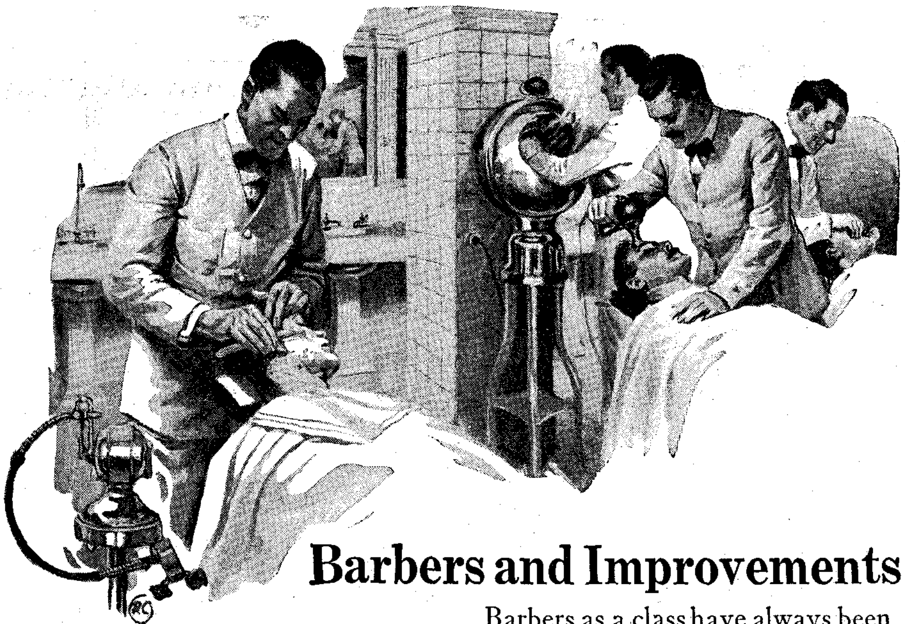
When you have thus studied, compared, observed and checked up, you will have "sold yourself" on USL and with a USL in your automobile you will remain sold as long as you are a car-owner.

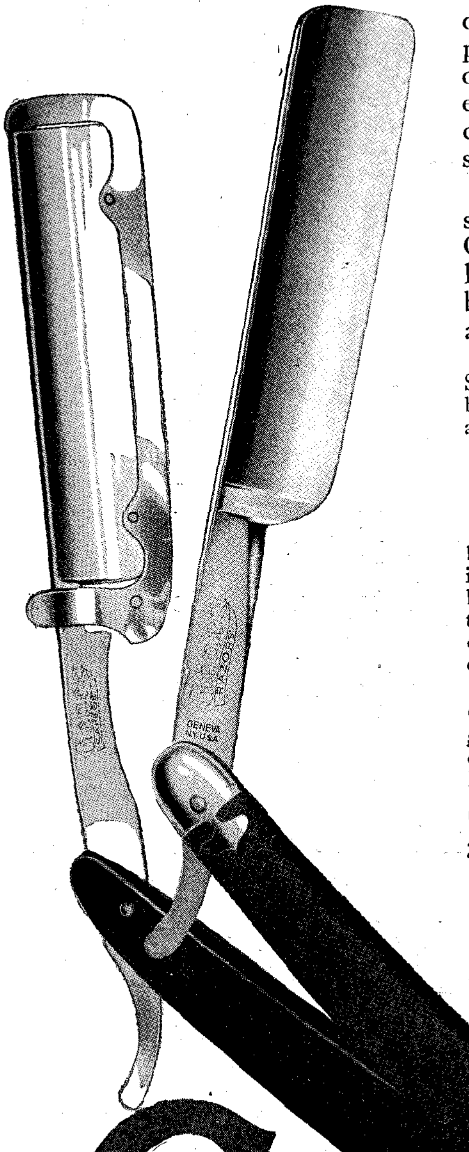
U. S. Light & Heat Corporation, Niagara Falls, N. Y.

FREE *Our 50-cent Battery Book that answers every battery question. It's a book you can't afford to be without if you own or drive an automobile. It's free if you mention the make and model of your car.*

USL TRADE MARK U. S. LIGHT & HEAT CORPORATION

storage batteries




GENEVA N.Y.U.S.A.

Barbers and Improvements

Barbers as a class have always been quick to take advantage of all improvements. They were early users of open plumbing, hot-water heaters, electricity for facial massage, and compressed air for speedily drying shampooed hair.

And yet every barber today still shaves with one type of razor—the GENCO type of Razor. Professionals know. Two hundred thousand barbers realize that for one good shave, any blade ought to be stropped.

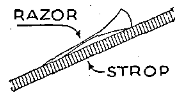
GENCO Razors are all regular razors. The Safege is simply a slightly shorter professional blade, easily stropped, though made with a guard.

Anybody can strop a GENCO Razor

The GENCO is built to strop. It has a broad back; its blade is concave ground; it is ground with a slight bevel immediately behind the edge. These three features cause the blade to meet the strop at precisely the correct angle. Its business-like shaving edge can be renewed with a few easy strokes.

Drop in on your dealer and ask to see a GENCO Razor. Every one is sold with our guarantee, "GENCO Razors must make good or we will." If your dealer hasn't GENCO Razors we will supply you.

Geneva Cutlery Corporation
235 Gates Avenue Geneva, N. Y.
Largest Exclusive Manufacturers of High-Grade Razors in the World



Have you ever stropped a blade scientifically designed to strop—a blade made with a broad, firm back, hollow ground, and swelling into a slight bulge to give backbone to the edge? This blade can be stropped by you as easily as by your barber. The blade meets the strop at just the correct angle to assure a perfect shaving edge.

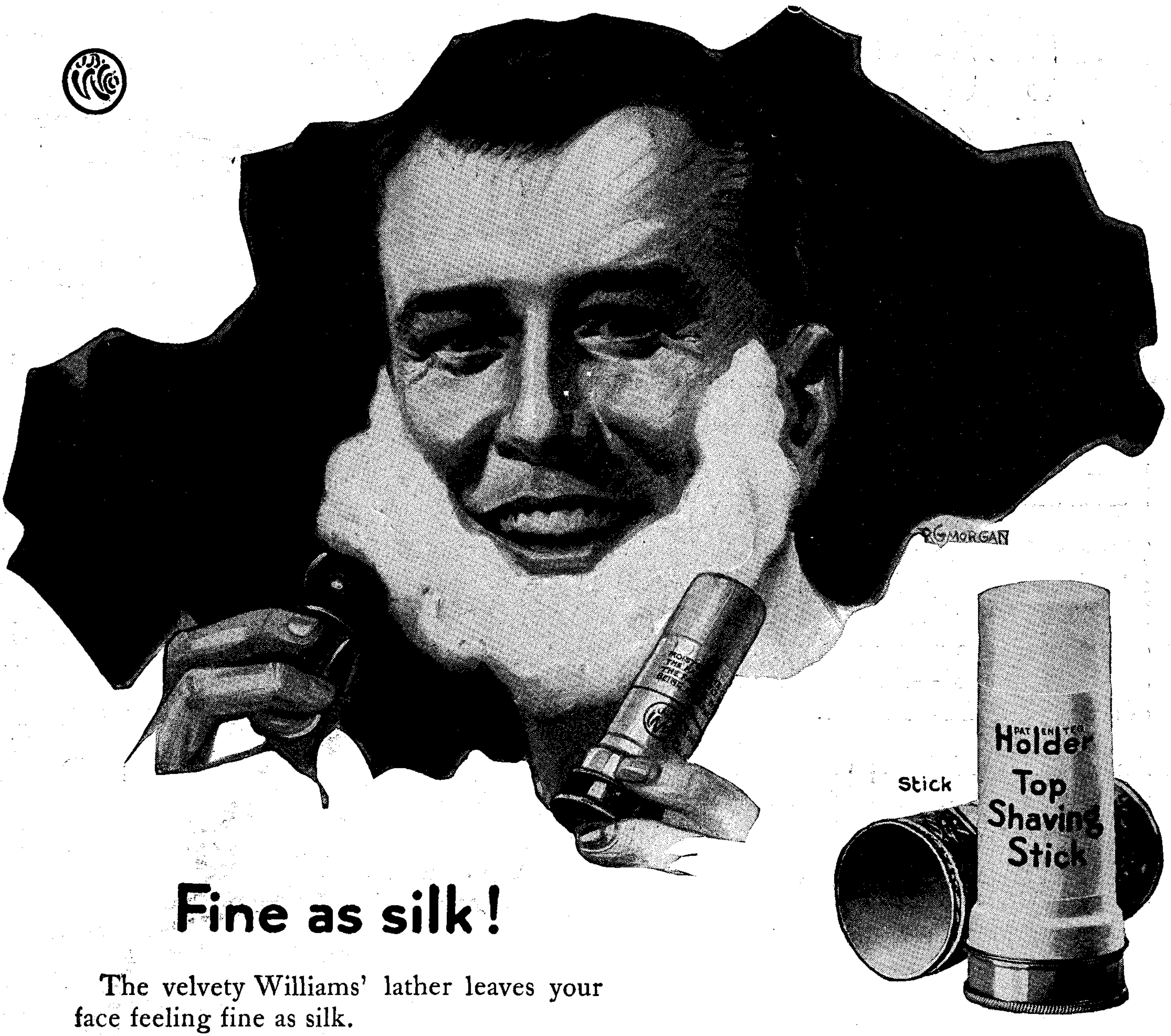
Genco RAZORS

Reg. U. S. Pat. Off.

so; his twice running his forefinger absent-mindedly beneath his nose in a way that Queen Mary, we imagine, would have taken him very seriously to task for doing; his constant fingering at his collar. At the fifth—or maybe the sixth—fingering of the collar, the carefully selected assemblage, with all its loyal disposition to take the Prince very seriously indeed, gave a nervous little giggle. So picturesque a scene could not have been duplicated in any other quarter of the British Empire: "The Ancient Capital," as Quebec loves to call itself, in gala dress indoors and out; the French flag everywhere entwined with the English; the brilliant robes of the church dignitaries, including the scarlet kid gloves of Cardinal Begin; the many uniforms; the handsome Duke and Duchess of Devonshire and their young daughters; Mlle. Hortense Cartier, a distinguished little old lady, lineal descendant of Jacques Cartier, discoverer of Quebec, who, after residing in France for forty-six years, has just returned to Canada in time to make a special visit to Quebec in honor of the Prince of Wales. All the speeches of welcome were in French, as were the Prince's replies. His voice is strong and resonant; his French much better than Canadian French, which almost has a brogue—like Irish-English.

Following the first burst of enthusiasm when the Prince landed at St. John, it would seem that the Canadians are "falling down" in the matter of demonstrating their pleasure at having their future ruler in their midst. We are told that "for a right royal welcome the Prince will have to wait until he reaches the United States," and we read further:

Were it not for the visiting Americans, Canada would seem strangely lukewarm in its welcome to the Prince. Even their own newspapers admit the apathy. "More or less of a surfeit in beflagging and public receptions to recent incoming troopships may be one reason for a certain lack of enthusiasm," is one excuse offered, while it is observed that "the people who lined the streets were curious rather than demonstrative," and "only where there were any big crowds was there any cheering." Until the very day of the royal arrival but two Quebec shops displayed the portrait of the Prince. These two shops both belonged to Mr. Woolworth, of the United States. The Stars and Stripes figure very little among the colors of the Allies as displayed in Quebec. It was a comfort to hear the band on the *Renown*, the war-ship bearing the Prince, break out into "Over There," as the Prince set foot upon Quebec soil. Both Quebec and Montreal newspapers never tire of counting the cost of the visit. All week Quebec's mayor has been telling the inhabitants that the least they could do by way of celebration was to clean up their streets for the Prince. Judging by the accumulated filth, they have not been cleaned up since the last royal visit. To New-Yorkers, accustomed to the democratic ministrations of our white wings, this regarding royal guests as a sort of street-cleaning commission is very curious—"'strordinary," as some might term it. For the sake of sanitation alone the royal family should come oftener to Canada. One newspaper recalls that St. Denis Street, Montreal, owes its first good pavement to the visit of the Duke of York (now King George V.) in 1901, and adds, "It is not thought it will be compulsory to pave a whole street in order to have a decent parade in 1919."


R.G. MORGAN
Stick
PATENTED Holder Top Shaving Stick

Fine as silk!

The velvety Williams' lather leaves your face feeling fine as silk.

It sends you down to an early breakfast with a merry smile and a sense of complete comfort that starts the day right.

You don't really need as thick a mass of lather as the Williams' stick will give you if you want it. But some morning, just for fun, take a little extra time for working up the lather, and a little additional water, and see how rich and generous the Williams' lather can be.

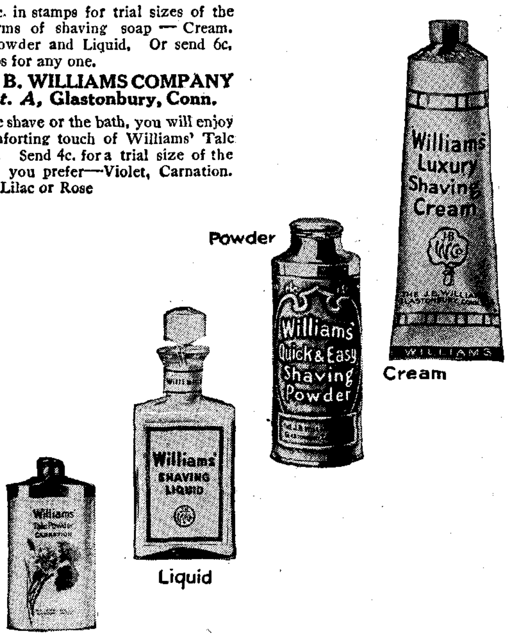
But *every* day you get the same quick and soothing results—a shave that leaves no hard feelings.

The patented holder-top stick is an added convenience that grows greater the longer you use it.

Send 20c. in stamps for trial sizes of the four forms of shaving soap — Cream, Stick, Powder and Liquid. Or send 6c. in stamps for any one.

The J. B. WILLIAMS COMPANY
***Dept. A,* Glastonbury, Conn.**

After the shave or the bath, you will enjoy the comforting touch of Williams' Talc Powder. Send 4c. for a trial size of the perfume you prefer—Violet, Carnation, English Lilac or Rose


Williams Luxury Shaving Cream
Cream
Powder
Williams Quick & Easy Shaving Powder
Williams Shaving Liquid
Liquid
Williams Talc Powder

Williams' PATENTED Holder Top Shaving Stick

THE J.B. WILLIAMS CO. GLASTONBURY, CONN.

PAIGE

The Most Beautiful Car in America

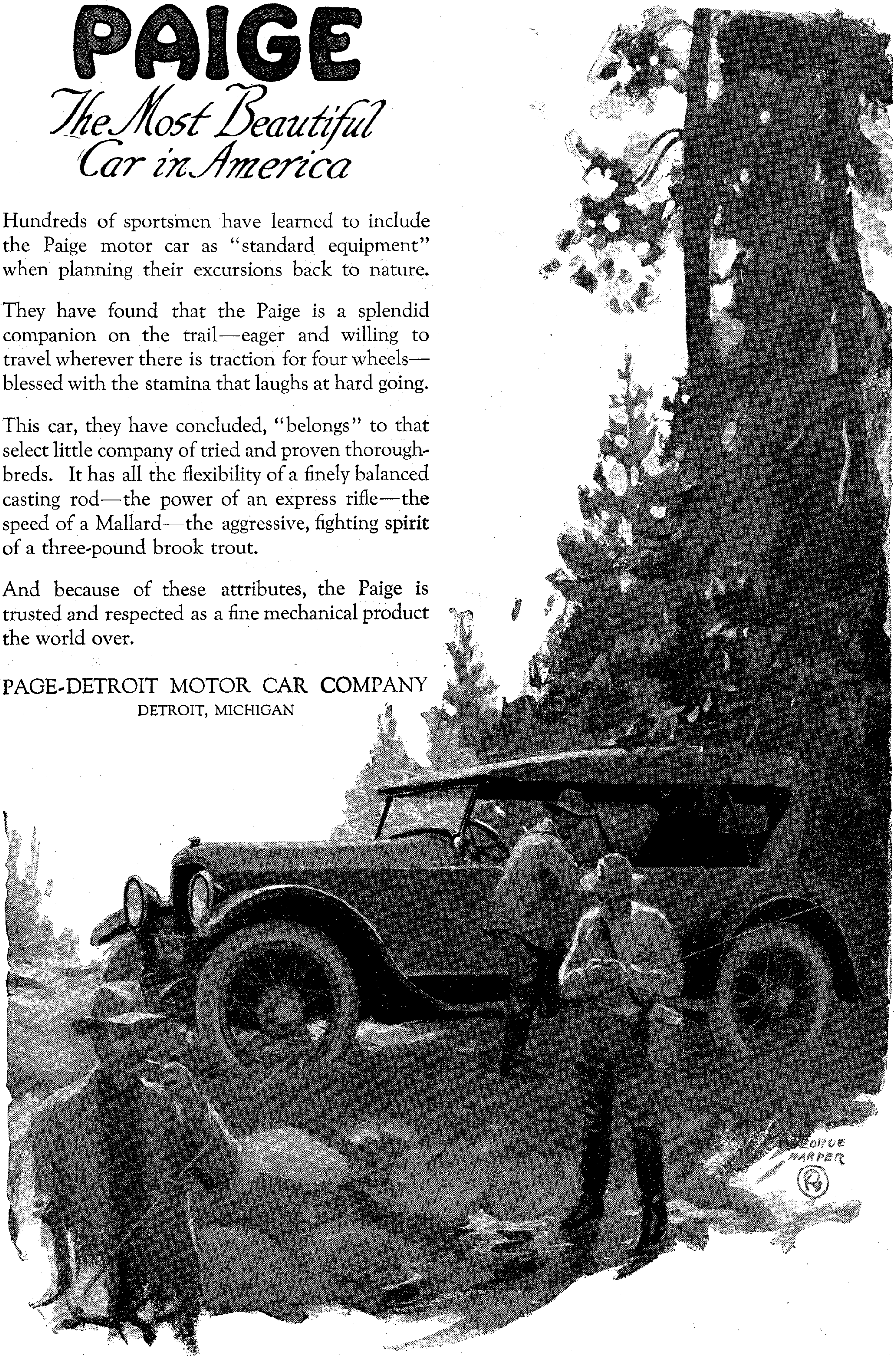
Hundreds of sportsmen have learned to include the Paige motor car as "standard equipment" when planning their excursions back to nature.

They have found that the Paige is a splendid companion on the trail—eager and willing to travel wherever there is traction for four wheels—blessed with the stamina that laughs at hard going.

This car, they have concluded, "belongs" to that select little company of tried and proven thoroughbreds. It has all the flexibility of a finely balanced casting rod—the power of an express rifle—the speed of a Mallard—the aggressive, fighting spirit of a three-pound brook trout.

And because of these attributes, the Paige is trusted and respected as a fine mechanical product the world over.

PAGE-DETROIT MOTOR CAR COMPANY
DETROIT, MICHIGAN



FATHER O'REILLY TELLS OF THE WORK OF THE THIRD IN FRANCE

THE Third Division, a so-called Regular Army Division in spite of the fact that it was composed almost altogether of the same sort of material which made up the National Army divisions, got back home the other day, bearing its honors thick upon it. One of its chaplains, the Rev. Father Frank M. O'Reilly, of the 76th Field Artillery, is now in a New York hospital recuperating from wounds and gassing received during the most strenuous days of the war. "The Third Division, which played a vital part in the great throw-back around Château-Thierry, has received all too little recognition here at home," said Chaplain O'Reilly, by way of welcoming his old comrades in arms. "The cause is simple, and in memorializing the veterans now returning to their native land with depleted ranks I do not desire to detract any of the hard-won glory from the First and Second divisions." To a reporter from the New York *Evening Sun*, Father O'Reilly gave this account of the history of the Third in France, beginning with his explanation of the reasons why the Third did not figure so frequently as did some other divisions in dispatches from the front:

The principal cause for so little information about the fighting of the Third Division was that strict censorship maintained by the Army over the naming of units in the cable dispatches home. It was known to all that the first men to get into action, "Pershing's Own," were the dough-boys of the First Division. Thus, they were identified in a way from the start, first to land and first to fight. Of the Second Division little was heard during the fighting except the exploits of the Marines, who could be mentioned collectively by name. Thus the story of their exploits passed the censor, and the "devil-dogs" received their due credit.

But the battling Third had no press representatives with it; it was simply a combat division of the Regular Army, altho the replacements from other branches of the Army brought National Guardsmen and National Army—drafted men—into it. I met a great many boys in the ranks and among the officers who were from New York and vicinity.

It was the 7th Machine-Gun Battalion of the Third Division which rode 110 miles on motor-trucks and with only 1,000 men held the bridgehead at Château-Thierry for seventy-two hours, preventing the crossing of the Hun. On June 3, 1918, the Third was rushed into position along the Marne from Château-Thierry eastward for a distance of twelve miles, with the Second Division—just back in America—holding the line westward from Château-Thierry for eight miles. Meanwhile, the Marines were in Belleau Wood, with the 23d Infantry between them and the town—and the Germans were checked.

The Third Division was the only American division between Château-Thierry and Reims to feel the shock of the German attack, made by three German divisions, the 10th and 36th Infantry and the 10th Landwehr, who made the assault at Jaulgonne, in a space held by a little more than half the Third. The Germans were almost annihilated. When the Germans attempted crossing in boats our dough-boys came from No Man's Land to the river, and "playing baseball," hurled showers of hand-grenades upon the enemy.

Captured maps and plans showed that the Germans had been certain of crossing the river by noon of the first day. The Third did not budge an inch, and that night no Germans, save dead ones, remained in front of the Third on the south side of the River Marne. All three Hun divisions were captured or wiped out.

The French on our right fell back, leaving our flank exposed. Our telephone- and telegraph-wires had been cut by spies—as shown by the scraped insulation observed later—and our division was physically disorganized. The Germans mocked us by sending messages from airplanes, but the Third never turned back.

That was the occasion of General Alexander's famous message to the French command: "Unless totally annihilated, I shall not retreat—and then I can't." With rest and replacements the Third crossed the Marne on July 20, and on July 20 by four o'clock in the afternoon was in control of the headwaters of the Ourcq. On August 4 the Vesle was reached and the Château-Thierry salient was history—and the burial-place of hundreds of never-say-die Yankee boys.

That is the story of the Third's great contribution to the *débâcle*. Newspaper men were with the National Army divisions and with the Old Guard units. Our battle gave premature birth to the First American Army and produced our great American commanders. General Dickman, later commander of the Third Army, or Army of Occupation, was placed in command of the Third Division shortly after this battle.

The "quick on the trigger" repulse given the Huns by the Third Division before the First and Second (temporarily in reserve) could come up, declares Father O'Reilly, "saved Paris and prevented the ending of the war right there—in July, 1918. Let the American people remember this about the gallant and unsung Third!" He continues:

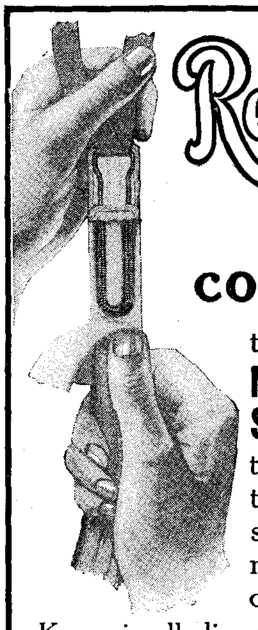
In these after-war days, when each nation is claiming the credit of winning the war, it is well to consider the conditions of the Allies at the time of the Third's great stand. I was there and understand intimately the attitude of the various nationalities. A chaplain has more privilege of travel and conversation than either officer or enlisted man.

"The English—and I heard their own feelings exprest by men of all ranks—were indeed "with their backs to the wall." The shibboleth of the French, exprest on all sides and in my hearing was: "The Americans are too late." Instead of six months' training the men of the Third Division were thrown into combat after a few weeks, and, minus their artillery, which had been sent back to America because of an accident at sea, they showed to the surprized Germans and still more astounded Allies what "green" troops could do.

The First and Twenty-sixth divisions had six months' training, the Second had three months of it, while the Third, facing the first great battle brunt, had a few weeks of infantry work at Château-Villain. The artillery had the use of unfamiliar ordnance for six weeks' practise.

A captured German officer said: "The American idiots—shoot at them and they charge you. Kill them—and they keep on coming."

As a chaplain in the midst of these



Resilia

REG. U.S. PATENT OFFICE AND FOREIGN COUNTRIES

—for comfort

the *resilient* NO-RUBBER SUSPENDER that conforms to every slightest movement of the body.

Keeps in all climates.

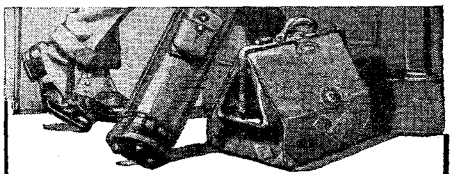
Made from NON-elastic (no rubber) web, neither heat nor moisture affect them. Their simplicity, long life and COMFORT are a revelation. Perfect freedom of movement without pull or bind across the shoulders. It's all in the

Resilia Duplex Springs

OUR GUARANTEE.—Send us $1.00 and the name of your dealer—we will forward a pair of Resilia prepaid. WEAR THIRTY DAYS—then, if not fully satisfied, return the suspenders to us and your dollar will be refunded.

Resilia Manufacturing Co.
Dept. D
186 Massachusetts Ave., Cambridge, Mass.

Do You Write? If so, **The Preparation of Manuscripts for the Printer** will show you how to prepare your copy and choose a publisher.
PRICE $1.00
FUNK & WAGNALLS COMPANY, New York



If you travel
—once in a while or frequently
—on short trips or long tours
—for business or pleasure
you cannot afford not to insure

Baggage and personal effects

Just figure out the value of your belongings, clothing, etc. Think of its chances of loss from fire, theft, pilferage, etc., while it is in transit, in hotels, club houses, and everywhere outside of your home! A NORTH AMERICA policy gives liberal protection and

costs but a few dollars a year

You insure your effects while in your home where they are under your watchful care—why not when you travel and they are subject to hazards beyond your control?

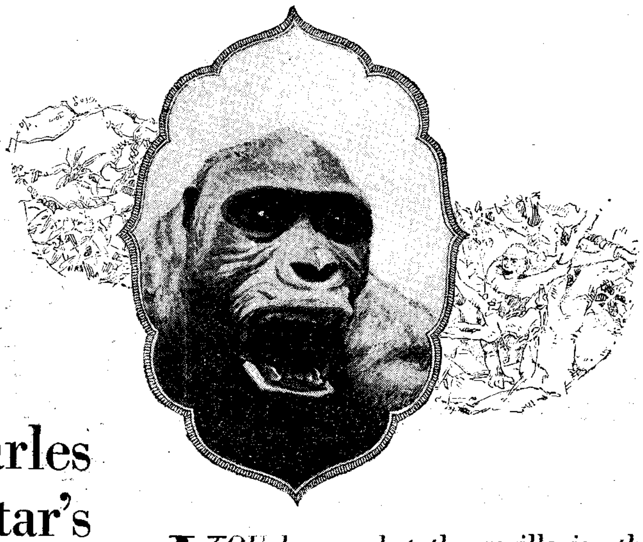
Write today for specimen policy or consult any North America agent.

Special policy issued covering Salesmen's samples.

Insurance Company of
NORTH AMERICA
PHILADELPHIA
Agents Everywhere Assets over $30,000,000

SAVAGE QUALITY

SAVAGE



Charles Cottar's Faith in the .250-3000 Savage

YOU know what the gorilla is—the huge, silent uncanny man-monkey who glides through the dark, tangled African jungle as swiftly and easily as a shadow.

You know that gun barrels have been bent by his black, hairy, wire-sinewed fingers—have been crushed by his ghastly protruding fangs. You know his supernatural vitality, his fiendish intelligence and his horrible vindictiveness when attacked. Even the lion fears him. He's the most unnerving problem the hunter can face.

Why was it that when Charles Cottar, the experienced American big-game hunter, tracked the gorilla through the dense, tropical East African bush, the rifle he deliberately selected from his arsenal for this nerve-straining, hair-raising, desperate work, was his .250-3000 Savage?

Think it over. And remember that this same 6-shot repeater weighs only 7 pounds—that it has a point-blank range of over 300 yards—that it is accurate enough to make "possibles" at 800 yards and that it hardly kicks at all.

See it at your dealers; get the "feel" of it in your own hands or write us for particulars.

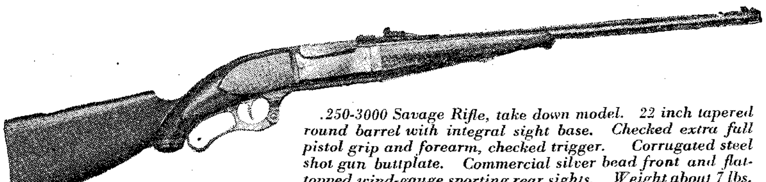
SAVAGE ARMS CORPORATION

Manufacturers of Hi-Power and Small Calibre Sporting Rifles, Automatic Pistols and Ammunition

UTICA, N. Y.

SHARON, PA. DETROIT, MICH. PHILADELPHIA, PA.

Executive and Export Offices, 50 Church St., New York City



.250-3000 Savage Rifle, take down model. 22 inch tapered round barrel with integral sight base. Checked extra full pistol grip and forearm, checked trigger. Corrugated steel shot gun buttplate. Commercial silver bead front and flat-topped wind-gauge sporting rear sights. Weight about 7 lbs.

terrible days, my experience was unusual and gave me a new idea—a new ideal indeed—of young American manhood. It was spiritually broadening not only to the men but to me.

At four in the morning of Bastile day, July 14, I heard confessions and sang mass in the Grand Forêt, back of the River Marne. Shells from long-range guns thundered the responses. At nine I sang mass again, the service attended largely by French officers. Incidentally the portable altar and communion service were presented to me by a number of Protestant friends of mine in Burlington, Vt. I was carrying my "church" to the position of the 1st Battery, on Trinity Farm, when I was caught in a barrage.

All afternoon I heard confessions and then moved up to a forward observation post on the slope overlooking the Marne River, where I had a "grand-stand" seat for the most terrific attack and counter-attack—with shrapnel, high explosives, and gas—I can conceive being witnessed by any human being. Our observation post was cut off by the curtain-fire, and communications went when the wires were ruined. A number of messengers sent back with orders to the artillery were killed or severely wounded, but in spite of it all, the Third held strong in faith—and in works! The soul of America was in those "green" boys that day.

Among those men next day I realized that a new faith had been born—one too deep and spiritual for expression in words. They had passed through the Valley of the Shadow and were resurrected with a message for those back home. They had fought off the terrors, and were inspired with the "will to live and return." That "will" drove them to victory, and with the return to the peaceful United States the boys of the Third Division come back reborn in an infinite strength of manhood.

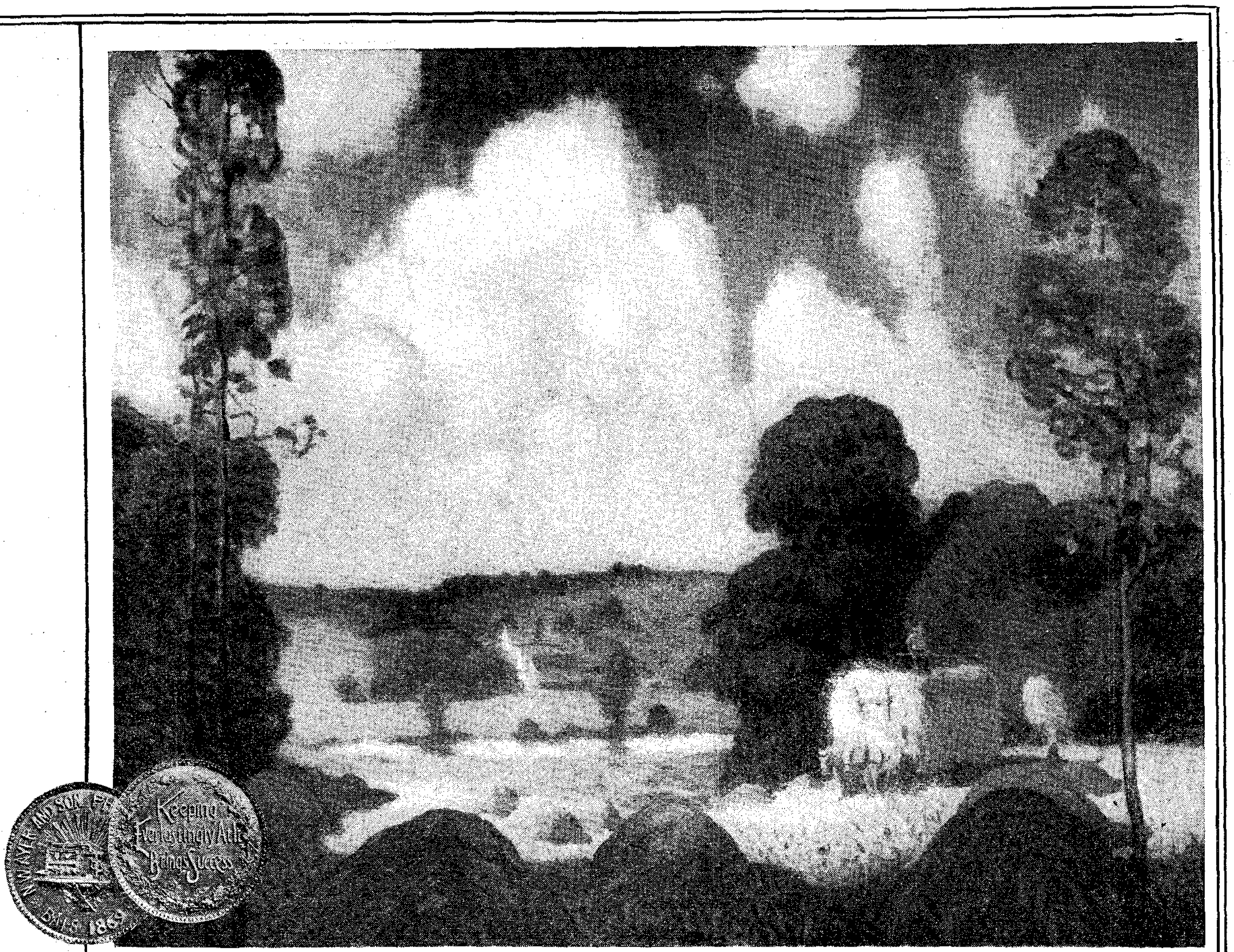
I believe the Great War has established one supreme truth—the victory of spirit over mechanics, and a corresponding resignation to whatever individual fate might befall the individual in his struggle for his faith, for his country, for his loved ones. This is not a blind fatalism, but an optimism which hopes for the best but does not shudder at the worst.

When I was gassed and lay unseen and unattended in the Grand Forêt for several days before aid came, I was able to think of many things. Chief among them, as I believed death to be upon me, was the understanding of what the war had taught all of us who participated.

This was—and is—a sharpening of the religious sense, with a distinction between religiosity and religion. We who had been on speaking terms with Death, eternity, and God in the vastness of that horrific battle-field had learned to understand obedience, unselfishness, sacrifice, and "the comradeship of arms."

The barriers of temperamental judgment and prejudices had been broken down. Men of different creeds had been born anew—together—through a literal and spiritual baptism of fire, finding that despite their differences they had a common ground on which all could stand and fight and live and die.

We all learned that the things men are willing to fight and die for are not those of the flesh, but those which can not be even pictured—they are of the Unseen. It will be a changed man who returns to his home after this carnage, and altho the officers and the men of the Third Division who have remained in Europe so long after the armistice have, perhaps, let down a bit in tension,


Keeping Everlastingly At It Brings Success

THE FULL HARVEST comes never haphazardly. Each passing season tends to put the soil in tune with the forces of creation. All the elements combine to serve fertility.

Man's will adds to earth's increase. The returns from Nature are cumulative. To-day's great reward is not the result of a single plowing and planting but of years of careful preparation.

The development of commerce has been most productive when based on the laws of nature. The house which keeps its organization in tune, which creates bonds of sympathy and confidence with its distributors, which plants desire in the hearts of its consumers, is the house which has adapted natural laws to commercial needs.

The greatest single force in the operation of these laws is the energy of attraction, more usually spoken of as *advertising*. The power of this attraction is dependent upon: first, the nature and quality of the commodity; second, the selection of the media most strongly entrenched in the minds of the people who form the logical market for this commodity; third, the ability of the advertisement to secure the attention and to please; fourth, the degree of desire to possess generated by the text; fifth, the extent of the spirit of confidence created by the advertisement as a whole.

When these elements are developed to a high degree the sphere of influence established will include not only those who produce, those who distribute and those who consume, but that vast body of humanity which, though not actively participating, provides an ever-increasing pressure on selection.

For over a period of fifty years the house of N. W. AYER & SON has been devoting its efforts to the analysis of markets and media, to the study of the demands and desires of humanity, and has been giving the results of these activities to its clients.

Those concerns which believe their methods and their commodities, or their service, to be of such permanent value as to make the operation of the power of attraction of economic advantage to them are concerns which we classify as logical N. W. AYER & SON accounts. They give us the opportunity to *make advertising pay the advertiser.*

N. W. AYER & SON, *ADVERTISING HEADQUARTERS*

NEW YORK BOSTON PHILADELPHIA CLEVELAND CHICAGO

I know that they are coming back to us bigger and better citizens and that they have gained more from the war than have even the suffering people whom they went to succor and to save.

ENGLAND'S FINANCIAL DEBT TO IRELAND PUT AT $2,000,000,000

"THE idea has been perennially propagated that Ireland exists only by reason of the financial support, even the bounteous charity, of England," writes James M. Tuohy in a special dispatch to the New York *World*, dated in London. Mr. Tuohy, who has been looking into conditions in Ireland through a pair of admittedly Irish eyes, finds that, in the matter of Ireland's financial relations with Great Britain, the smaller country has received by far the smaller end of the deal. British financial experts are citable as authority for this state of affairs, as he pointedly asserts:

> Ever since the union of the exchequers of Ireland and England the latter, according to the judgment of a British Royal Commission with a majority of British financial experts, has been exacting $13,750,000 every year from Ireland in excess of her fair contribution to the Imperial Exchequer. That Royal Commission—presided over by the late Mr. Childers, former Chancellor of the Exchequer—reported in 1896, after a most exhaustive inquiry, but its report has been ignored, and this exaction of an annual tribute in excess of her fair annual contribution has ever since been continued by the British Parliament.
>
> Yet you find persons like Prof. A. V. Dicey, who ranks high as a legal and historical authority in this country, as well as a great protagonist of the union, asking in a letter to *The Times* in the past month, as one of the objections to the granting of Dominion Home Rule, "whether Ireland would, at any rate in peace time, receive no subsidy from the United Kingdom toward the expense of carrying on the government of Ireland."
>
> When the Royal Commission reported the aggregate amount to which England was indebted to Ireland for this annual exaction it was close upon $1,500,000,000, and that exaction—with the exception of one short interval which shall be explained later—has gone on annually growing, until in the financial year 1919–20 the British Exchequer will net, at the very lowest computation—for that year alone—after allowing for the cost of governing Ireland, no less than $160,000,000. That is the species of "subsidy" for which Ireland is indebted to England.

Even tho nine out of ten Englishmen, and almost an equal proportion of the inhabitants of the world at large, sincerely believe that Ireland would long since have "died of famine and financial inanition but for the marvelous generosity of England," writes Mr. Tuohy, this idea is a "monstrous myth." "There should be no mistake about it," he adds, and cites some reports and figures:

> The report of the Childers Commission—appointed by Mr. Gladstone in order to fix Ireland's contribution to the Imperial Exchequer if she got Home Rule—was arrived at on the basis that Ireland should contribute in proportion to her resources—that is, her fair taxable capacity on the same lines as Great Britain—her full share toward the expenditure on the Navy, the Army, the national debt, the diplomatic and other Imperial services. At that time Ireland's contribution was $37,500,000 per annum, whereas the cost of governing Ireland was only $27,500,000, so that on its own figures the British treasury was drawing a clear revenue from Ireland of $10,000,000; but the Commission found that the actual average excess of revenue over expenditure since the union, allowing for fluctuations, was, as stated, $13,750,000 per annum.
>
> That excess contribution continued until 1907–8, when, on the passing of the Old-Age Pensions Act by Mr. Lloyd George, it was changed for the first time into a deficit. But this deficit, which continued for five years in the aggregate to about $55,000,000—owing to the unexpected large sum Ireland became entitled to under the Old Age-Pensions Act—was considerably less than the amount Ireland overpaid to the British Exchequer in the same period, according to the finding of the Childers Commission. In other words, there would have been no deficit if Ireland had been taxed according to her fair taxable capacity. For once the British treasury was caught napping in a financial deal with Ireland, and the accustomed "joker" was missing from the application of the Old-Age Pensions Act to Ireland.
>
> The old-age pension of $1.25 per week is payable to every one who has reached the age of seventy who has not more than $2.50 per week to live upon. Mr. Lloyd George and his friends in England were astonished to find that such an immense proportion of the Irish population claimed pensions—198,000 in Ireland as against 700,000 in England and Wales. They had never calculated (1) on the effect of the emigration of the young in exaggerating the proportion of aged; (2) the poverty under England's beneficent rule of large masses of the people; (3) the high average longevity of the poor because of the hardy, regular lives they led, their spare but at the same time healthy diet, consisting mainly of milk, Indian meal, potatoes, and bread. There was a terrific outcry.
>
> These incorrigible Irish were once more imposing on the well-known good nature of the British treasury! A vast proportion of the claims must be fraudulent; another proof of the Irish endowment with a "double dose of original sin." A commission was sent to investigate, and the charge of wholesale fraud so freely distributed by the British press fell to the ground, and the Commission learned for the first time the real reasons—as stated above—why Ireland showed such an appallingly high percentage of aged and impoverished people.
>
> On the face of it, the management of Irish government by England could not find any fresh reason to pride itself on in this state of affairs. Was anything done to improve the conditions by the paternal British Government? Not a thing—only fresh taunts flung at the people for their alleged improvidence. The "improvidence" of people who had throughout their lives endured such continued privation that they thought $1.25 a week riches. And these were the people whose country was systematically taxed much beyond its fair capacity.
>
> Moreover, when estimating the cost of Irish government it must always be borne in mind that it has been proved over and over again in the House of Commons, and by none more conclusively than the late John Redmond, that owing to the fact that Ireland is governed against the will of the people, an extravagant outlay has to be made on the upkeep of a great police force, and in the provision of jobs of all sorts, from Supreme Court judgeships—largely in excess of the requirements—downward, to recompense the class who support alien rule for the country.
>
> When the war came, the deficit of the preceding few years at once became transformed into a surplus of revenue over expenditure. This surplus revenue, paid to the British treasury, rose to $55,000,000 in 1916–17; $70,000,000 in 1917–18; to over $100,000,000 in 1918–19, and will exceed $160,000,000 for the current financial year.

The British treasury, on the authority of Mr. Tuohy, not content with drawing proportionately enormous sums from Ireland during the war by unjust taxation and applying them to purely imperial purposes, has also in other ways discriminated most unjustly against Ireland in the manner of fixing maximum prices for produce, of commandeering her produce, and by breaking the guaranties under which this commandeering was carried out. As he writes:

> Ireland tied with the United States before the war as the chief supplier of agricultural produce to Great Britain. She is as characteristically an agricultural country as England is an industrial one. She has few industries, and to supply her own needs imports large quantities of British manufactures in exchange for her agricultural exports. Now note how the British treasury has availed of the abnormal conditions of the war to advantage English trade at the expense of Ireland.
>
> In these conditions it was obviously for British gain that the prices of agricultural produce should be kept down so that British industrial imports into Ireland—of which the prices kept soaring throughout the war—should represent an increasingly greater quantity of Irish agricultural exports. Maximum prices were accordingly fixt for all agricultural produce, while few, if any, of Britain's industrial products were subjected to control of price.
>
> Thus the Irish consumers of British industrial products were left at the mercy of British profiteering, while the British consumer of Irish agricultural produce was protected by the price fixt by the British Government from any possible Irish profiteering. Then again, the maximum prices of agricultural produce were professedly fixt only in relation to the cost of production, but it has been admitted, for instance in the case of bacon, that the price of the Irish pig was designedly kept low by the British Government so that the Government might reap a still greater revenue from the "excess-profits" tax imposed on Irish bacon-curers.
>
> The manner in which the system of commandeering supplies was manipulated to the advantage of England and the disadvantage of the Irish producer was equally ingenious—altho, of course, this was all ostensibly part of a policy to protect the consumer. To take one example of British generosity to Ireland as exemplified during the war. Ireland exports annually 16,000,000 pounds of wool. The whole Irish wool-clip was commandeered by the British Government at so low a price that it was sold by the Government at double the price to the British and Irish woolen-mills.
>
> Ireland's very large export of skins and hides was dealt with in the same fashion. In short, the Irish agricultural producer was

QUICK DETACHABLE 34 x 4
HOOD
EXTRA PLY
TIRES
HOOD TIRE CO. INC. WATERTOWN, MASS.
HOOD
EXTRA PLY
TIRES

"Good Measure—Running Over"

The substantial savings HOODS cause in yearly tire bills are revealed in hundreds of letters similar to the following:

> "I purchased two HOOD casings and at the last speedometer reading find they have been used a total of 18,000 miles. One of these casings has never been off the rim and still retains the original air. Although I have traveled every day in all sorts of weather, these HOODS are in such good condition that I am having them retreaded." (Name on request.)

The only economical way to buy tires, as thousands of shrewd motorists are discovering every day, is on a basis of *real* cost—price divided by the number of miles a tire will deliver.

On that basis HOOD Tires have proved themselves the lowest price tires on the roads. Their extra first cost, due to extra *quality* and *quantity* of materials, results in a big saving in the end, as the following example will show:

> A 34 x 4 inch "standard" tire, listing at $34.10, to-day guaranteed for the life of the tire only on a basis of *imperfection* or *defect* in manufacture, *may* deliver an average of 4,500 miles. On a cost-per-mile basis ($34.10 divided by 4,500) this well-known tire really costs $7.58 for each 1,000 miles run.

Figured on the same basis, a HOOD of equal size—listing at $46.25, manufactured and sold for years past on the basis that *quality*, not guarantees, determines the service in miles, and always adjusted for the life of the tire against imperfection or defect in manufacture bound to occur in rare cases—shows a real cost of only $5.78 per 1,000 miles, taking the average minimum of 8,000 miles run last year. The difference, $1.80, shows a clean HOOD saving of $14.40 per tire per 8,000 miles. Can you afford to be without HOODS?

**Put on a Hood to-day
Forget it for a year**

**You can buy
HOOD TIRES
at this sign**

Ask the Hood Dealer for proof. And write to us for free booklet, "The Why of the Extra Ply." It tells what you want to know about tires.

HOOD TIRE CO., INC.
21 Nichols Avenue
WATERTOWN . MASS.

Harmony in Hardware

Put your own key in your own front door

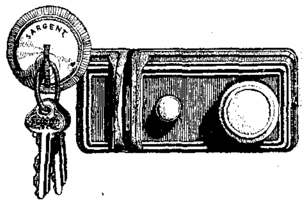
Now that you have wisely planned to build, choose your locks and hardware with the same good judgment. You want the highest degree of security, of course. You get this, combined with attractiveness in full harmony with the architecture, when you choose Sargent Locks and Hardware.

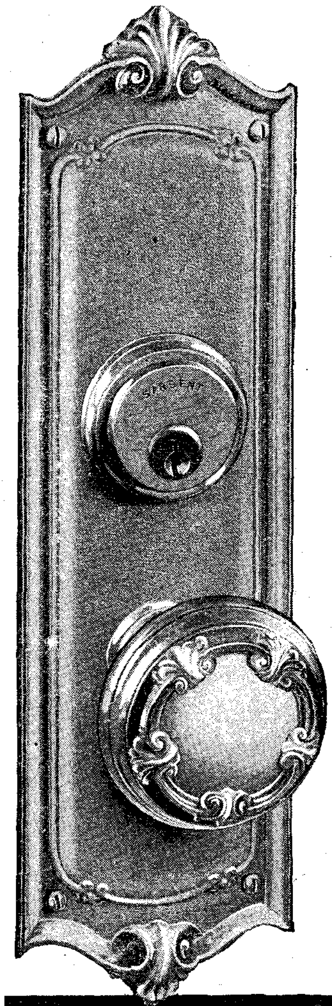
To start right, send at once for the Sargent Book of Designs. It illustrates many designs—all true to the Sargent standards of attractiveness and solid, substantial worth. Then consult your architect.

SARGENT & COMPANY
Hardware Manufacturers
40 Water Street, New Haven, Conn.

For Extra Security

If you rent a home or apartment or own a store, reinforce that doubtful lock by a Sargent Cylinder Day and Night Latch. It costs but little—may save much. Various styles and finishes; three keys to each latch.



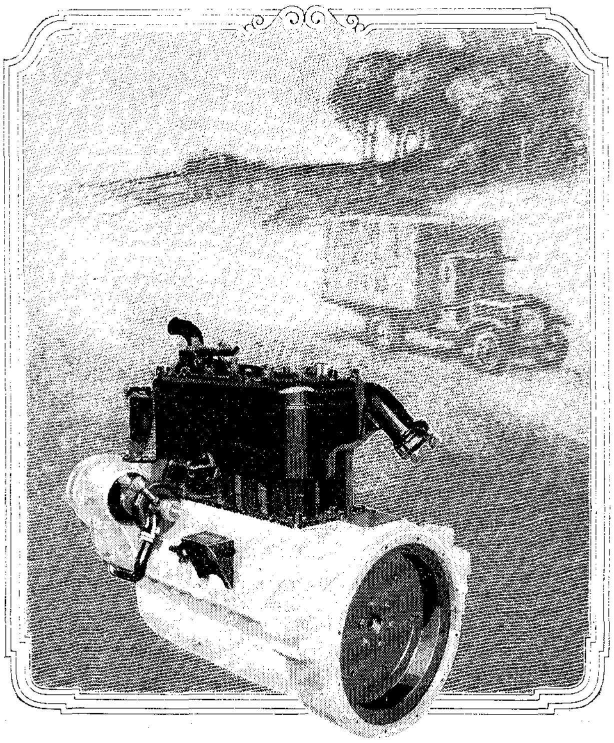


SARGENT
LOCKS AND HARDWARE

penalized so that the British Government could reap an abnormal profit from Irish produce. Needless to say, none of this abnormal profit found its way back to Ireland in any shape or form. It went into the British treasury holus-bolus, and if experience is to be any guide, all the king's horses and all the king's men won't regain a copper of it for any Irish purpose.

True, Irish prosperity has been enhanced by the war, the writer admits, as the British newspapers are fond of pointing out "with an air almost of grievance." But Ireland would have prospered to a vastly greater extent, says Mr. Tuohy, if she had had equitable treatment in relation to her agricultural produce. In this case "England's difficulty was Ireland's opportunity," according to an entirely new reading. To quote:

> Her agricultural character gave her an opportunity of reaping a great harvest of war-profits—tho even at best her gain could not have been more than a negligible quantity compared to what England, Scotland, and Wales have garnered. But for Ireland it was the chance of her life. It will have been seen how that opportunity was minimized by the British Government to the lowest possible point.
>
> The food scarcity continues and so do the discriminatory regulations against Irish profits. The Food Minister, Mr. G. H. Roberts, is one of the labor-leaders who deserted his party to follow Mr. Lloyd George's fortunes. He is a man of practical ability; his democratic principles find ceaseless expression; but the Irish agricultural democracy doesn't come within the ambit of his sympathies. They continue to pay tribute to British industry and to the British profiteer.
>
> There is an idea prevalent that the advances to Ireland for land purchase, under the various acts forced by the Irish Nationalist party from an unwilling House of Commons, are in the nature of a gift to Ireland. The idea that the British treasury makes any gifts to Ireland should be got rid of at once. Every penny advanced—with one exception which shall be explained—is advanced on loan and on the very fullest security for repayment.
>
> Up to March, 1917—the last return—over $500,000,000 had been loaned for this purpose. The purchasing tenant's rent is fixt so that it provides for the repayment of the purchase money in a term of years. The total amount of arrears unpaid amounted to about $125,000 out of an annual repayment of $12,776,413. But the British treasury does not lose a cent of these arrears. They have to be made good by the County Councils of the counties where they occur. Under no conceivable circumstances can the British Exchequer lose.
>
> On the question of gifts to Ireland: The only gift made to Ireland has been to the Irish landlords to induce them to accept a fair purchase price for their land. As the landlords rule the House of Lords, the Land Purchase Act had no chance of passing unless the Lords were placated by this gift to their class—for Irish landlords abound in the House of Lords. For this purpose the British Government provided a bonus of $60,000,000 to be distributed among the Irish landlords.
>
> That money, pocketed by the landlords in excess of the fair market value of their land, has also to be repaid by the purchasing tenants in their annual instalments.



THE fineness, and the patient exactitude, of Buda engine construction is evidenced in every field in which the Buda engine serves.

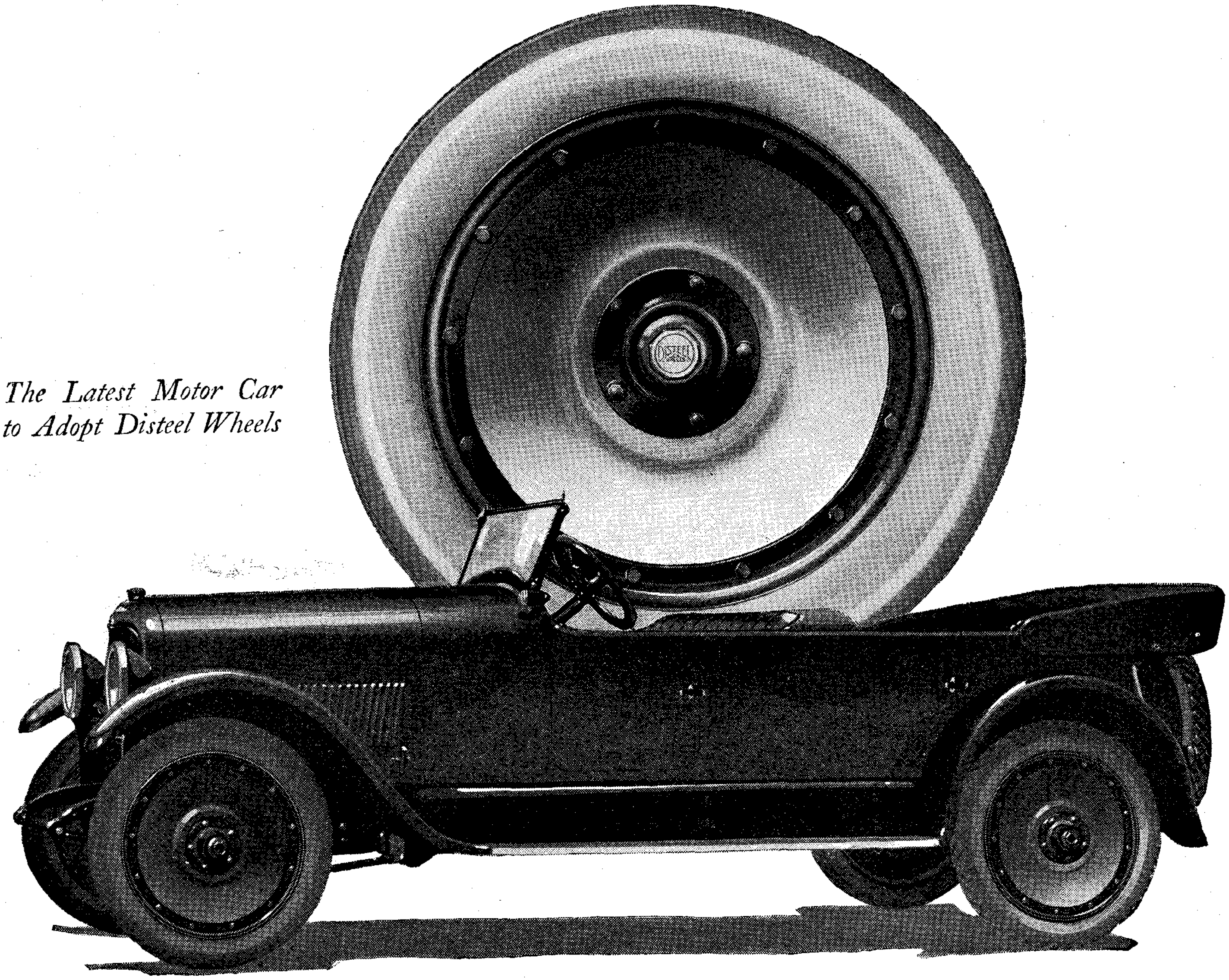
Alike under the severe demands of heavy truck and tractor work or the smooth and silent duty of passenger car service, Buda engines have demonstrated an exceptional worth.

Something more than right design, more than good material, more, even, than standard engine-types engineered for specific classes of work has been needed for this result.

Complementing all these has been the marked proficiency of Buda manufacture, so wide in its scope as to include even such minor parts as the bolts with which Buda engines are put together.

THE BUDA COMPANY, *Harvey* (CHICAGO SUBURB), *Ill.*
ESTABLISHED 1881

BUDA
The
ENGINE



The Latest Motor Car to Adopt Disteel Wheels

PAIGE

Is Equipped With

DISTEEL WHEELS

The Wheels That Complete The Car

It is unnecessary to point out the significance of this announcement—that the Paige-Detroit Motor Car Company has officially adopted Disteel Wheels as equipment for Paige Cars.

A prime consideration of the Paige Company in making this important decision is the vastly greater Beauty of Disteel Wheels, the fact that they make Paige Cars yet more Distinctive, more Beautiful.

However, in the judgment of the Paige, the mechanical superiorities of Disteel Wheels are considerations still more important. The Disteel Wheel is a single, concave, tapered disc of sheet steel. This means Greater Resiliency, Less Weight and vastly Greater Strength.

The demounting of a Disteel Wheel or the changing of a tire is quickly, easily and cleanly done. Then, too, Disteel Wheels are easily cleaned. They stay in repair and service. They save tires, gasoline and the mechanism of the car. They are Science brought to the Wheels of the Motor Car.

In adopting Disteel Wheels the Paige Company has kept pace with Progress. That is all—

Detroit Pressed Steel Company
Detroit, U. S. A.

New York Factory Branch: 1846 Broadway at 61st Street — *Boston Factory Branch:* 925 Boylston Street — *Chicago Factory Branch:* 732 Michigan Avenue

Mr. Gladstone many years ago wiped out the balance of the loan made to Ireland for her recuperation after the great famine of 1846–7. The balance was $12,500,000—but Mr. Gladstone in return imposed the income tax on Ireland by means of which the balance of the Famine Loan was regained many times over.

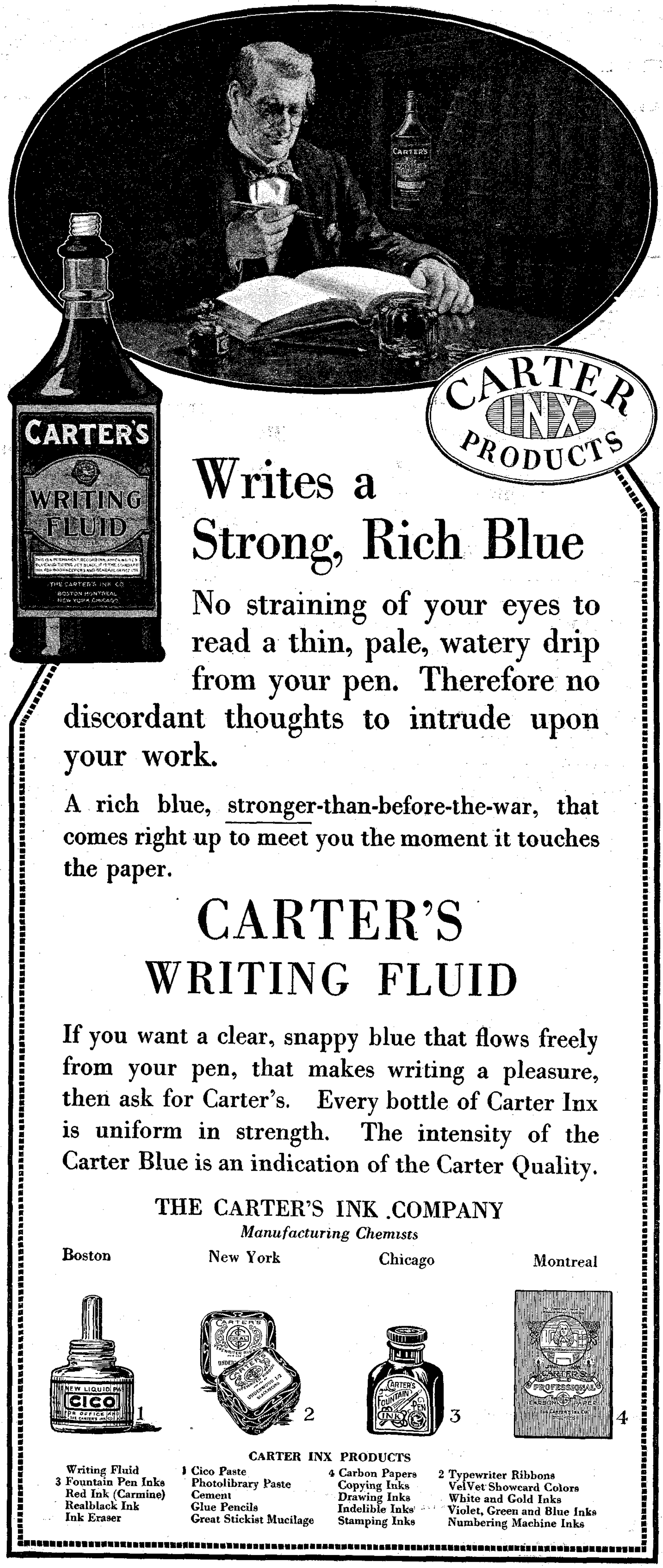
There is a great act of restitution due from Great Britain to Ireland on financial grounds, altho the common delusion is that the indebtedness is all the other way.

MR. MURPHY, "POLITICIAN," THINKS OF RETIRING

FOR seventeen years Charles F. Murphy has laughed at efforts to oust him from the leadership of New York's famous, or infamous, Tammany organization. These efforts were usually credited to "high-brows" of the party, outside of Tammany Hall, and the inspirers of them have become more or less disheartened as the years have passed with Mr. Murphy more solidly established, in proportion as he has repelled attacks. Now there is a rumor, writes Denis Tilden Lynch in the New York *Tribune*, that "the Chief" is getting ready to retire. This is the talk one hears from Democratic leaders these days at least, says Mr. Lynch, together with the prediction that "Silent Charley" will surrender his tomahawk and other insignia of office to a younger man before the next Presidential campaign is well under way. Even tho he is listed simply as "politician" in the American "Who's Who," here is a matter that concerns a man of large power and authority in America. From street-car driver through saloon-keeper to wealthy city contractor, and a power in the city and nation, his has been a notable career.

The reason for the Tammany leader's proposed retirement is given as his desire to round out his life on his country estate at Good Ground, where he has spent an average of five days out of each week the year round in the last six or seven years. To quote Mr. Lynch:

> The peace and quiet of these fifty acres, wooded after the manner of the better bits of Long Island taken over in recent years by wealthy New Yorkers, are calling to Mr. Murphy, and his intimates say he is about to answer the call. And when he does, and Tammany Hall knows him no longer as leader, the best friend of his successor could not wish the new leader better luck than that he have as easy a time running the Hall as "the Chief" had.
>
> Only once during these seventeen years has anything happened which caused Murphy to worry. This was back a few years, after one of Richard Croker's attacks on him. Croker had said that his successor was bringing the party into disrepute and that his leadership was not worthy of the name. Others had said that before, but Murphy had taken no notice of them. Croker, at the time, had not entirely lost his grip on things here, altho playing the rôle of a squireen just outside of Dublin. And Murphy, at a meeting of the leaders of Tammany Hall, offered to resign if any one of them thought of him as Croker did. And the answer was a unanimous vote of



Writes a Strong, Rich Blue

No straining of your eyes to read a thin, pale, watery drip from your pen. Therefore no discordant thoughts to intrude upon your work.

A rich blue, stronger-than-before-the-war, that comes right up to meet you the moment it touches the paper.

CARTER'S
WRITING FLUID

If you want a clear, snappy blue that flows freely from your pen, that makes writing a pleasure, then ask for Carter's. Every bottle of Carter Inx is uniform in strength. The intensity of the Carter Blue is an indication of the Carter Quality.

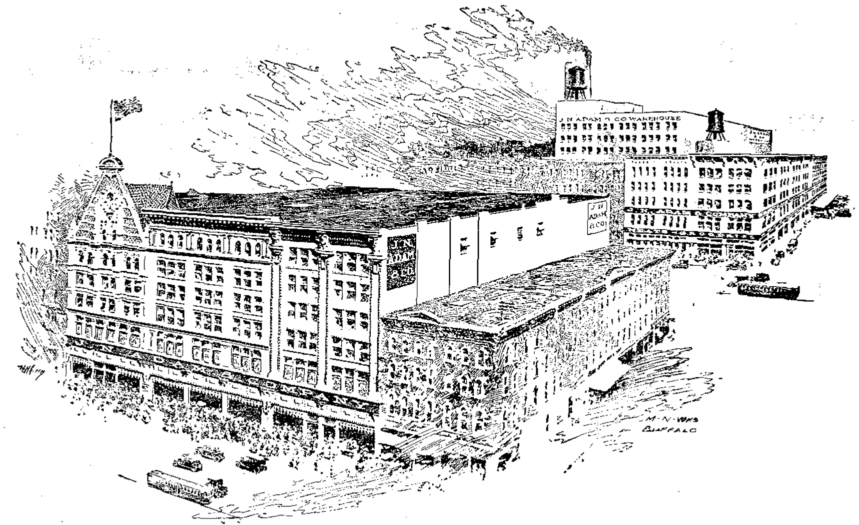
THE CARTER'S INK COMPANY
Manufacturing Chemists
Boston New York Chicago Montreal

CARTER INX PRODUCTS

Writing Fluid
3 Fountain Pen Inks
Red Ink (Carmine)
Realblack Ink
Ink Eraser
1 Cico Paste
Photolibrary Paste
Cement
Glue Pencils
Great Stickist Mucilage
4 Carbon Papers
Copying Inks
Drawing Inks
Indelible Inks
Stamping Inks
2 Typewriter Ribbons
VelVet Showcard Colors
White and Gold Inks
Violet, Green and Blue Inks
Numbering Machine Inks

THE Onliwon Service
REGISTERED U. S. PATENT OFFICE PAPER TOWELS & TOILET PAPER

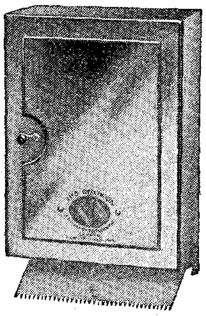
is a sign of Progress—a symbol of Sanitation and an indication of Economical Management.


J. N. ADAM & CO. WAREHOUSE

J. N. Adam & Company
Department Store, Buffalo, N. Y.
Equipped with ONLIWON SERVICE

LEADING Department Stores like J. N. ADAM & CO., of Buffalo, are equipped with ONLIWON SERVICE as a protection to their Patrons and Employees.

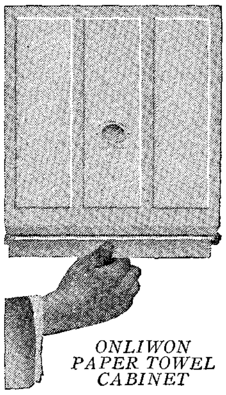
"ONLIWON SERVICE" is the Toilet Room equipment that Automatically serves high grade Paper Towels and Toilet Paper—protects your patrons, no matter what business you are in, because the cabinets protect the towels and paper from contamination, gives you individual service—paper and towels that no one else has handled. In addition to being the most Sanitary and Satisfactory Toilet Room Service, "ONLIWON" SAVES from 15 to 50 per cent. per user per year.



ONLIWON HYGIENE CABINET

The Automatic ONLIWON Toilet Paper Service is known as ONLIWON Hygiene—the patented method that keeps the paper under lock and key, serves just two sheets at a time, is never out of order, and prevents waste and littered floors.

The Automatic ONLIWON Paper Towel Service provides an individual towel—cloth-like in feel and results—a towel that no one has handled. There are no knobs to be turned, no levers to be pulled by anyone—nothing but the towel itself for wet hands to touch.



ONLIWON PAPER TOWEL CABINET

THE Onliwon Service
REGISTERED U. S. PATENT OFFICE PAPER TOWELS & TOILET PAPER

is now recognized as the toilet room necessity in all places where public wash rooms and toilets are maintained.

SEND FOR interesting bulletin, "ONLIWON and the Dollar Bill." It gives exact results of tests that will enable you to determine the economy of ONLIWON SERVICE to you.

THE ONLIWON HYGIENE
REGISTERED U.S. PATENT OFFICE

is the ideal method of Toilet Paper Distribution for the HOME, because it is so thoroughly Sanitary, Efficient, and it is so attractive it adds much to your bathrooms.

SEND FOR booklet, "A. P. W. QUALITY PRODUCTS," which describes ONLIWON and shows samples of A. P. W. Quality Papers.

A. P. W. PAPER CO., Department 12, Albany, N. Y.

confidence. Thereafter Murphy ignored all attacks on his leadership, for, like Croker's, they came from outside the organization.

There have been more picturesque characters at the head of Tammany than Boss Murphy, but there have been few who have had so little to say in the public prints. Now and then, during the height of a campaign, a statement is given out for publication signed by him. But these have been written invariably by the secretary of Tammany Hall, Congressman "Tom" Smith, who held that position when Murphy was leader of the Gas House District and known to the other district leaders as "Silent Charley." Once—this was during the impeachment of Governor Sulzer—Murphy gave an interview to the newspaper men in reply to one of Sulzer's broadsides. It was given on condition that the interview be submitted to him before it was turned into their offices. When the report of what Mr. Murphy had said was placed before him he criticized some of its phraseology and observed that most of the sentences were too long. Borrowing a pencil, he altered some of the language and added a few more periods. And thus the interview appeared in print.

And yet of this man, whose word has been law during the seventeen years he has presided over the destinies of Tammany Hall, but little of the personal has been written. Men in small towns whose names get into the local newspapers but once in a lifetime have half a column or more in "Who's Who" devoted to them. Mr. Murphy, in that dictionary of contemporaries, great and near great, is summed up in the following:

"Murphy, Charles F., politician; born at New York, June 20, 1858; son of John M.; educated public and parochial schools; married. Began work in wireworks; later street-car driver. Became leader of Eighteenth Assembly district, New York, 1892; was Commissioner of Docks and Ferries, New York, and treasurer of the board; chairman Tammany Hall Democracy, 1892–1902; sachem since 1902. Roman Catholic. Home, 305 East Seventeenth Street, New York."

If Mr. Murphy had been a member of the American Society of Naturalists, entitled to add an honorary F. R. Z. S. to his name because of his contributions to the lore of Platelminthes, or for measuring the leaps of the *Pulex irritans*, and his biography in "Who's Who" was lacking, no one would call attention to it. For there is the obscurity of the great as well as of the lowly. But Mr. Murphy's biography contains no mention of the two things which led to his rise in politics—the baseball field and the sawdust-covered arena where the chief performance consisted in keeping one foot on a brass rail for the better part of an evening.

This sawdust arena, we are told, was a direct cause of Mr. Murphy's entrance into politics, as so frequently happened in the damp old days of gang politics. The baseball diamond was merely contributory. Nevertheless, since Mr. Murphy's leadership of Tammany Hall had its origin in the great American game, "let us speak of his connection with that first," suggests Mr. Lynch:

To do so we must go back nearly half a century, when Mr. Murphy was in his teens working in the wireworks, and the East River water-front, near where he was born and now lives, boasted long stretches of greensward, where nine met nine on Saturday and Sunday afternoons and our hero captained one of them. And the Murphy team, known as the "Senators," after establishing a neighborhood reputation, sought new fields to conquer. It went into the villages of Westchester and some of the towns a little farther up-State. And one year, at least so the story goes, the team scored 100 per cent. Murphy was hailed as a hero, and he established a club for the baseball fans over a saloon.

Meantime he found more profitable labor driving the Fourteenth Street horse-cars, and once, in front of Tammany Hall, one of the horses balked and decided to take a rest. Traffic was blocked, a crowd gathered, and when a policeman was about to shoot the horse, which had all the symptoms of a dying animal, Murphy, with considerable fuss, removed the harness, quietly readjusted it, and then yelled:

"Whoa, there! Stop him!"

The horse jumped up and started like mad, thinking he was free, but Murphy was back on the platform of the old Blue Belt-Line car, leaning over the dashboard, silently chuckling over his stratagem, as the horses resumed the slow trot of their kind.

And on Saturday afternoon he dropt the reins and took out his baseball team; and one Saturday night, after skunking the opposing nine, Murphy announced that he was through with horse-cars and would open a saloon, and wanted all hands on the job on the opening night—the following Saturday night.

And most of the baseball fans in the neighborhood crowded into the saloon he opened at Nineteenth Street and Avenue A, where, following the custom of those times, all drinks were on the house. It was not the richly appointed affair that the saloon later became, with mahogany bars, gilded French mirrors, and mosaic floors. This was when the saloon was owned by the man whose name appeared above the door and before the breweries began to go into the retail business with discredited prize-fighters, and worse, as managers of the places.

Murphy prospered. In a couple of years he owned two other saloons. And he was the master mind of another club, the Sylvan Club, composed largely of his old baseball followers, all members duly qualified voters.

One night, early in the fall, he was standing behind the bar of the biggest and most-prosperous of his saloons, at Twenty-first Street and First Avenue, when Edward Hagan, a little the rough for wear, entered and asked for a drink. Murphy served it and, noticing Hagan, who was one of the lieutenants of the then Tammany leader of the district, Francis Spinola, looked worried, inquired the cause.

"Well, Charley," answered Hagan, "the Boss has turned me down."

The Boss was Spinola. And to Murphy, who knew Hagan's ambitions to represent the district in the Assembly, the rest meant that Spinola had picked some one else to go to Albany.

"Never mind, Ned," said Murphy. "He didn't give you a square deal. But if you want to run on an independent ticket I'll back you and I think I can put you over."

Hagan readily agreed. Murphy organized meetings all over the district for him, saw to it that there was a band at the principal meetings, and plenty of red fire at all. To this were added a couple of torch-light parades. And Murphy's management and Hagan's oratory—one who served with Hagan in the Assembly said he was a brilliant and fiery speaker—won. And with the victory passed out Spinola

The Sport that never grows old

SOME sports come in with a rush, and then die out, but there is one sport that American boys will never give up.

There's a fascination about feeling your own gun against your shoulder, sighting along the gleaming barrel, and by a squeeze of the trigger, sending the bullet straight and true to the mark.

Any boy who owns a Daisy will tell you there's nothing else just like the fun he gets from his good old "BB" gun.

Thirty years ago the first Daisy Air Rifle was made in Plymouth, Michigan. During these thirty years, the Daisy has been constantly improved, and so generally recognized as the best gun for boys that it is now considered a necessary item in every boy's fun outfit.

Today you can have a finer Daisy than your father ever owned—the Military Daisy, which follows the latest military lines, or a Daisy Pump Gun, which looks just like a real magazine hunting rifle. Both repeaters, both accurate to a hair, both safe. Either model at your dealer's **$4.00.** Other Daisy Models **$1.00** to **$3.00.**

At all hardware or sporting goods dealers, or any Daisy model sent direct from factory on receipt of price. Send for descriptive circular

DAISY MANUFACTURING CO.
286 Union Street, Plymouth, Mich.

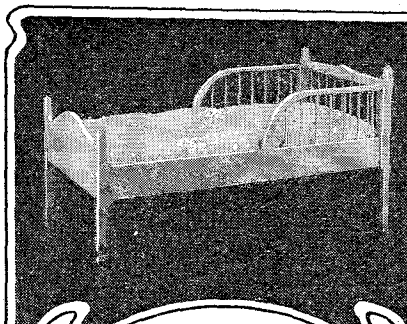
Pacific Coast Branch:
Phil. B. Bekeart Co., Managers
717 Market Street, San Francisco, Calif.

Southern Representatives:
Louis Williams & Co., Nashville, Tenn.

DAISY
AIR RIFLES

MEMBER OF
TOY MFRS. U.S.A.
AMERICAN TOYS

DAISY Air Rifle



When baby outgrows the crib

When it is time to give up cribs and go-carts, there are still many years ahead when children need protection from "falling out." This little bed is a special design for children from four years on. It is a splendid illustration of the artistic and practical designing of

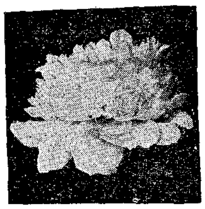
HAPPI-TYME NURSERY FURNITURE

This complete line of nursery and playroom furniture includes the patented combination Sunshine Crib, a play pen, a wonderful line of bassinets, combination high chair, beautifully designed cribs, chairs, tables, wardrobes, chiffoniers, dressers, —everything so necessary to the child's convenience and comfort.

Our Booklet—"Kiddy Kare and Komfort" is free; a beautifully illustrated booklet *showing a complete line of nursery* furniture for the child from bassinet days to his teens. Let us send you the name of the Happi-tyme dealer in your town.

Urbana Furniture Company
21 Beech Street
Urbana, Ohio

PLANT PEONIES NOW!



There is no flower in the garden yielding such a wealth of beauty as the Peony. Beauty of form, richness of coloring, delicate *fragrance, vigor and endurance* are its endowments. Fall is the time to plant your Peony Garden. We have Peonies to suit all tastes and all purses. Send for our catalog, which describes over five hundred kinds; make your selection now and next spring you will have lovely blooms to reward you.

The Wing Seed Co., Box 1619, Mechanicsburg, O.
(The House of Quality and Moderate Prices)

THE EDUCATION OF THE WILL

by *Jules Payot*, Rector of the Academy of Aix, France. Authorized translation. Thirty editions in fifteen years. Shows the way to success and happiness by proper training of the wil . Will make life over for you. *12mo, cloth, $1.75; by mail, $1.87.* **Funk & Wagnalls Company, 354 Fourth Ave., New York**

Spirit Communication

Do You Believe in It?
Do You Know the Facts About It?

H. ADDINGTON BRUCE, in his remarkable book, **THE RIDDLE OF PERSONALITY,** gives you precisely the information you need to enable you to judge spiritualism in the light of psychical and psychological research. For many years some of the ablest scientists of two continents have been exploring the mysteries and problems of mediumship. Their findings and the important conclusions to be deduced from these will be found clearly and comprehensively presented in Mr. Bruce's **THE RIDDLE OF PERSONALITY.**

Price $1.50 net. By mail $1.62. At all Bookstores or from the Publishers

FUNK & WAGNALLS COMPANY
354 Fourth Ave., New York City

as a power in the district and Hagan became leader; and Murphy, at the age of thirty—this was in 1888—became his deputy. This, however, was the only time Murphy fought the machine. Four years later Hagan died, and Murphy succeeded him.

Murphy now owned four saloons, and when Mayor Van Wyck made him a Dock Commissioner it was reported that these saloons netted him $15,000 a year. Murphy disposed of his saloons on receiving this appointment and entered the trucking and contracting business with his brother John. Highly profitable contracts with the Pennsylvania Railroad and the New York, New Haven & Hartford, the Consolidated Gas Company, and other big corporations soon enriched Murphy, so that when, in 1902, he became leader of Tammany Hall, he took title to the house he still occupies as a town residence, overlooking Stuyvesant Park, once the home of Mayor George B. McClellan, and was actively engaged in the stock market.

Murphy first assumed the reins at Tammany Hall as part of the famous triumvirate which included Daniel F. McMahon and Louis F. Haffen. New York's late Chief of Police Devery, when he broke with the organization, referred to them as "Sport, Two Spot, and Joke," Murphy figured as "Sport" in this combination, but "Murphy broke Devery as he did all others who questioned his power." Mr. Lynch continues:

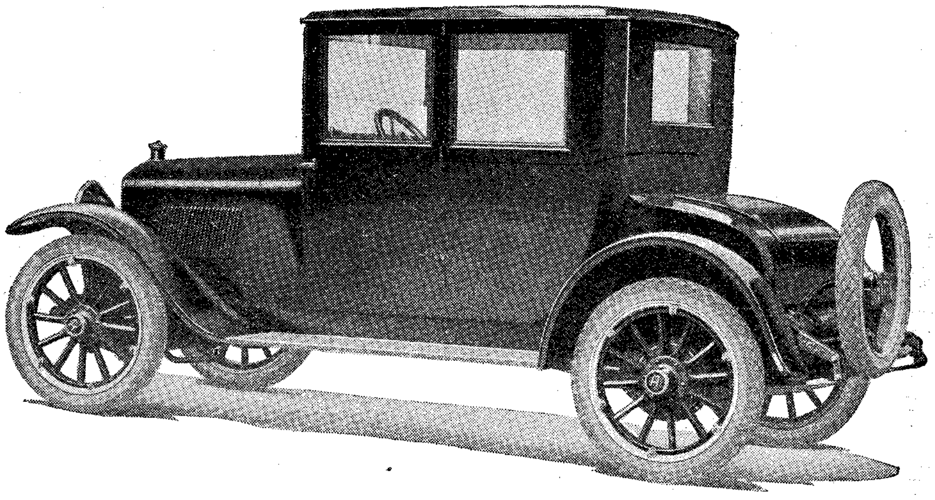
> This triumvirate, which was named by Croker to succeed himself, was finally absorbed by the present leader of Tammany Hall, and one of his first acts was to break the rule of Boss McLaughlin in Brooklyn and establish the late Senator Patrick F. McCarren, who acknowledged the suzerainty of Murphy, as Tammany's viceroy across the river.
>
> It was this one act which contributed above all others to the creation of the Greater Tammany, able to control the affairs of the Democratic party in the entire State of New York. The Bronx was already amenable to Fourteenth Street. The defeat of McLaughlin brought Brooklyn under its sway, and, this accomplished, there was no longer any possibility of up-State cities, like Albany and Buffalo, lining up with Brooklyn and holding down Tammany.
>
> Another innovation created by Mr. Murphy is the Delmonico annex, for of late years he has been holding the real important meetings at the famous Fifth Avenue restaurant. During the big campaigns he has maintained a suite of rooms there, where the *hoi polloi* are not likely to foregather.
>
> Another Murphy institution is his famous secret service. This force consists of bankers, business men, lawyers, doctors, teachers, and other professional men, who sound out public sentiment in their respective districts and report to him. And it is said that his decisions are based on what his secret-service agents bring him, together with the information obtained at the gatherings in Fourteenth Street.
>
> Tammany, too, has seen a new element enter into politics under Mr. Murphy, an element it did its best to keep out—the woman voter. Back four or five years, the writer dropt in at the Fourteenth Street headquarters on one of the Tuesdays and Fridays when the leaders foregather there to see "the Chief," for it is only on these two days that he is in New York. Interviews with these leaders revealed that not one of them was for woman suffrage. Their opinion was that it would never happen in this State. But "the sun do move," and to-day the old Eighteenth Assembly district—now the Twelfth—of which Mr. Murphy was once the sole, undisputed lord, is managed as Tammany was when Croker left it, by a triumvirate, only that it is a double triumvirate, consisting of Mr. Murphy, Michael J. Cruise, Edward F. Boyle, and—Miss Anna Montgomery, Miss Elizabeth N. Barry, and Mrs. Mary Haggerty!
>
> But those who know "the Chief" will tell you that he does not care; that he is little interested in politics now, caring more about golf, in which he delights, than once he cared for a real good political battle royal, where all but the best man went down. And in his sixty-first year he has become a teacher of the game and is instructing his neighbor at Good Ground, "Al" Smith—sometimes known as Governor Smith, of New York—in its rudiments. He has played the game long. He was forty-four when he became leader of Tammany. At forty-seven he was a good golf-player. The Governor will be that age in 1920.

WISE WAYS OF THE GRIZZLY BEAR, MOST INTELLIGENT OF ANIMALS

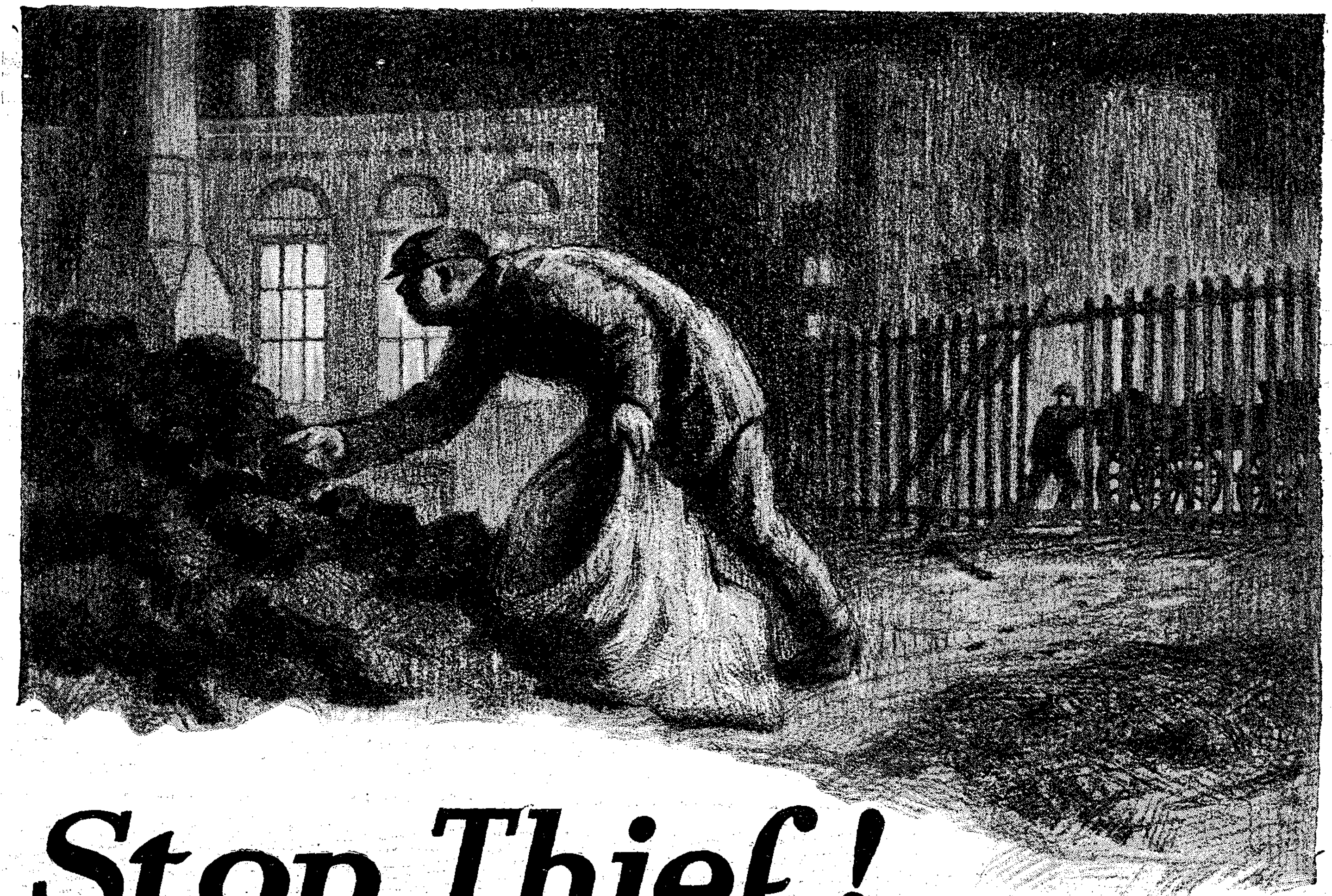
MOST people would probably first think of the ferocious felines and ponderous pachyderms of the Old World if asked to name offhand the world's most notable wild animal. But Enos A. Mills, the well-known naturalist and author, would immediately mention the grizzly bear of western North America. In his recent book, "The Grizzly" (Houghton Mifflin Company, Boston), Mr. Mills says that this bear "is the most impressive animal on the continent. He is the dominant and the most distinguished animal in the world." Mr. Mills has studied the grizzly for many years. He has observed the animal in his native haunts, has stalked him and been stalked by him, has seen him gathering his food, has come upon hibernating bears, has been highly entertained by the antics of a bear family at play, and a time or two has adopted orphan bear cubs and brought them up in the way they should go. He has thus become reasonably well acquainted with the grizzly bear family and has learned much about it not before known, and not a little which explodes sundry old and popular ideas regarding this animal. Among other things, he has come to the conclusion that the grizzly is not the ferocious monster which innumerable Wild West tales would have him. "All the first-hand information I can find says he is not ferocious," he observes. He bases this assertion partly on his own years of observation, partly on the experience of others who have studied the animal. The idea that the grizzly was possest of a ferocity beyond that of all other animals was borrowed in the first instance from the Indians, who warned the early explorers that this bear was "an awful and ferocious animal," and the myth has been

What we said of the Sedan is equally true, of course, of the Coupe:—"The character of the performance goes without saying. We direct your attention to the beauty of the design."

Hupmobile Enclosed Types—Sedan and Coupe—$2185 f. o. b. Detroit



Hupmobile



Stop Thief!

If you discovered that thieves were systematically stealing coal from your plant, you would take immediate steps to stop them.

Yet right at this very moment you may be losing far more coal than human thieves would ever take—losing it through wasteful, inefficient methods in your power plant! The greater part of 180 million tons of coal are wasted every year by the steam power plants of the United States.

If there was ever a time when you should make sure there is no fuel waste in *your* plant, it is right now. A leading coal authority, Floyd W. Parsons, recently said: "Irrespective of temporary fluctuations, fuel-prices will advance from year to year. What are known now as high-grade coals will disappear entirely."

You can offset this constantly rising price of coal—you can save labor—you can eliminate smoke—you can increase efficiency in general—by installing that money-saving mechanism, the Stowe Stoker. This *new type* of automatic stoker marks a *new era* in fuel-burning economy.

STOWE STOKER

PATENTS PENDING

Ideal For Eastern Coals

With the Stowe Stoker you burn far *less* coal, and you burn a *cheaper* coal at that. Think of installing a device that will probably pay for itself the very first year, and then go on, saving for you a tremendous amount of money, year after year.

The Stowe Stoker meets the demands of intense, large-scale steam production, such as is required in the big central-stations. Tell us the requirements in *your* plant and we will show you how to get greater efficiency. Interesting book free.

We also manufacture the L-C Chain Grate Stoker – dominant in its field today.

"The important outstanding advantages of the L-C Chain Grate Stoker are, I think, very plain to the most practical chief engineer. First he knows his power house labor cost will be very small in comparison to any handfired boilers. Second, he will be able to burn a much cheaper grade of coal and still receive the same efficient combustion and power."

—Western Cartridge Co.
East Alton, Ill.

Branch Offices: **Chicago, 1366 Peoples Gas Bldg. Pittsburgh, 901 Oliver Bldg. New York, 504, Fifty East 42nd St**

LACLEDE-CHRISTY

A BUSINESS INSTITUTION — FOUNDED 1844 ***ST. LOUIS***

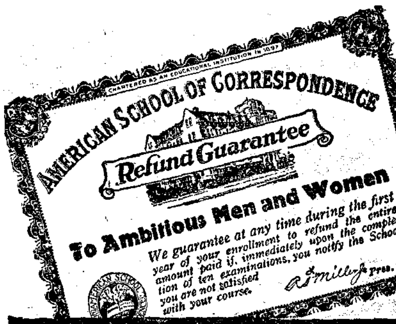
kept up by countless "nature-fakers" and writers of highly colored fiction. Mr. Mills's conclusion is that the grizzly, far from inviting attack, is "for peace at almost any price." He states further, however, that "the grizzly is a fighting-machine of the first order," and hence is a terrible antagonist if cornered and fighting for his life. One of the things about the grizzly that apparently has made a deep impression on the naturalist is the animal's intelligence. "I would give the grizzly first place in the animal world for brain-power," he says. "He is superior in mentality to the horse, the dog, and even the gray wolf. . . . The grizzly has the genius for taking pains. He is constantly alert and meets emergencies with brains." And he furnishes the following examples of grizzly mental processes:

> A grizzly cub in Yellowstone Park found a big ham skin—a prized delicacy. Just as the little fellow was lifting it to his mouth a big bear appeared. He instantly dropt the ham skin, sat down on it, and pretended to be greatly interested in watching something in the edge of the woods.
>
> Another young grizzly in the Yellowstone one day found a tin can that was open at one end and partly filled with fish. He raised it in his forepaws and peeped in, then deliberately turned the can upside down and shook it. Nothing came out. He shook again; no result. Then he proceeded just about as you or I might have done. He placed the can on the ground, open end down, and hammered the bottom of the can with a stone until the fish dropt out.
>
> In a zoo one day a piece of hardtack that a grizzly bear wanted fell into the hands of a black bear. The black bear dipt the hardtack in the water and then started to take a bite. Evidently it was too hard. He put it in the water again, and while it soaked gave his attention to something else. While the black bear was not looking, the grizzly, standing on the farther edge of the pool, stirred the water with a forepaw and started the hardtack toward him on the waves. The instant the first wave touched the black bear he looked around, grabbed the precious hardtack, which was rapidly floating away, and, pushing it to the bottom of the pool, put one hind foot upon it. How very like the mental processes of human beings!

One of the most interesting portions of Mr. Mills's book is that describing bear cubs and their actions. A grizzly at birth, we are told, is the size of a chipmunk, weighing from ten to twenty ounces, which is only about one-fifth of one per cent. of the mother's weight, thus making it one of the smallest of animals at birth. The youngsters are irrepressibly mischievous, and, tho gentle and patient, the grizzly mother often has to cuff and spank her offspring to keep them within bounds. Further:

> It is ever a joy to watch a grizzly and her children. A mother grizzly crossing a lake just south of Long's Peak swam low in the water with a cub sitting contentedly on her back. She came directly toward the shore where I was standing concealed behind trees. As she approached I threw a stone into the water close to her. Wheeling about like lightning, mother grizzly started at full speed for the farther shore. The cub tipped over in the water, but hastily took a tail-hold and was towed rapidly away.
>
> I once saw a grizzly and cub walking leisurely along the top of a ridge above timber-line, the cub with long strides following in mother's footprints. There were perhaps six or more inches of snow. I sat still. They were coming almost toward me. Watching carefully with my glass, I noticed that the cub was limping. He suddenly sat down and bawled. The mother, after walking on several steps, turned to look at the cub, who was holding his hind foot between his forepaws and examining his hurt. I heard him whimper two or three times, and finally mother went back. She looked down at the bottom of the foot rather indifferently, then turned and walked on. The cub followed after.
>
> When they passed near me the mother rose suddenly on her hind legs, stood with forepaws held against her chest, and looked and looked, and sniffed and sniffed. Little cub, forgetting his sore hind foot, stood up with little paws against his breast, stretched his neck, looked, and sniffed—a perfect little imitation of the mother. She moved off several steps and stopt on the very edge of a precipitous ridge to scout. The cub placed his forepaws against mother's side and from this secure position peeped over and beyond her. But they did not detect me and soon went leisurely on.
>
> Two miles farther I crept as close as I could and paused to watch. The mother was digging, the cub watching eagerly. As her digging continued for some time, he moved away, sniffed two or three times, and then began digging rapidly on his own account. While both were digging, there was a whir of wings and a sweep of shadows, and a flock of white ptarmigan alighted among broken ledges near by. While I was watching them, a flock of mountain sheep came along the outthrusting ridge and paused to play for a few moments on the sky-line. In pairs they faced, then reared up and sparred with their horns; they cut lively circles around one another. A rugged, snowy peak loomed grim behind the scene, and the dense forest spread away for mile below. The bears, the ptarmigan, and the sheep, the white peak, the purple forest, and the blue sky gave me a striking experience and left a splendid picture. As I turned to go, the cub was giving all his attention to the play of the sheep.
>
> One of the happiest incidents which I have seen in the grizzly bear world was a mother grizzly who had discovered some honey in a standing dead tree, perhaps five or six feet above the ground. Tearing open the edges of the hole, she helped herself to a quantity of the honey, then called her two cubs, who were playing a short distance away. They needed no second invitation when they saw mother standing on hind legs and leaning forward with forepaws against the trunk of the tree. Up the incline of her back they raced merrily, and, standing upon mother's head, they ate with eagerness this wonderful feast of honey.

But occasionally, just as is the case with other folk, there are tragedies in the lives of bears also. The author relates one such, dealing with a pair of cubs whose mother had been shot by a hunter. The



CHARTERED AS AN EDUCATIONAL INSTITUTION IN 1897
AMERICAN SCHOOL OF CORRESPONDENCE
Refund Guarantee
To Ambitious Men and Women
We guarantee at any time during the first year of your enrollment to refund the entire amount paid if, immediately upon the completion of ten examinations, you notify the School you are not satisfied with your course.
A. T. Miller Jr Pres.

Find Out What
TRAINING
Means to YOU

What it Has Done Intensive training has qualified men like YOU for the positions they wanted — given them steady employment — made them sought after by employers — multiplied their earning power — made them leaders in their chosen lines. For thousands, it has changed the drudgery of "getting by" into the joy of GETTING ON. Do you realize that the *same* intensive training can do the same for you?

Why it Does it Doing things better than the other fellow—thinking and acting for yourself—having a grip on your task — the expert touch — the trick of KNOWING HOW—that is why you succeed after intensive training. *That is what it does for you.* Training clears away the cobwebs, throws the spotlight on the things you don't know about your work, and makes you the master of any emergency.

Don't Fool Yourself

Don't be fooled into thinking that "luck" or "pull" will make you a winner. The man without training just scrambles through life—never a money-maker—never sure of his job—never holding a responsible position. As long as you refuse to train you must pass up opportunities and make way for the man who does. Face the facts and then let the American School help you into a better position—the one you want—as it has helped its thousands of students.

You Take No Risk

The American School's guarantee above means that you can test what training will do for you without risking one cent of your money. We've got to make good with you, so check and mail the Coupon—NOW — for Free Bulletin.

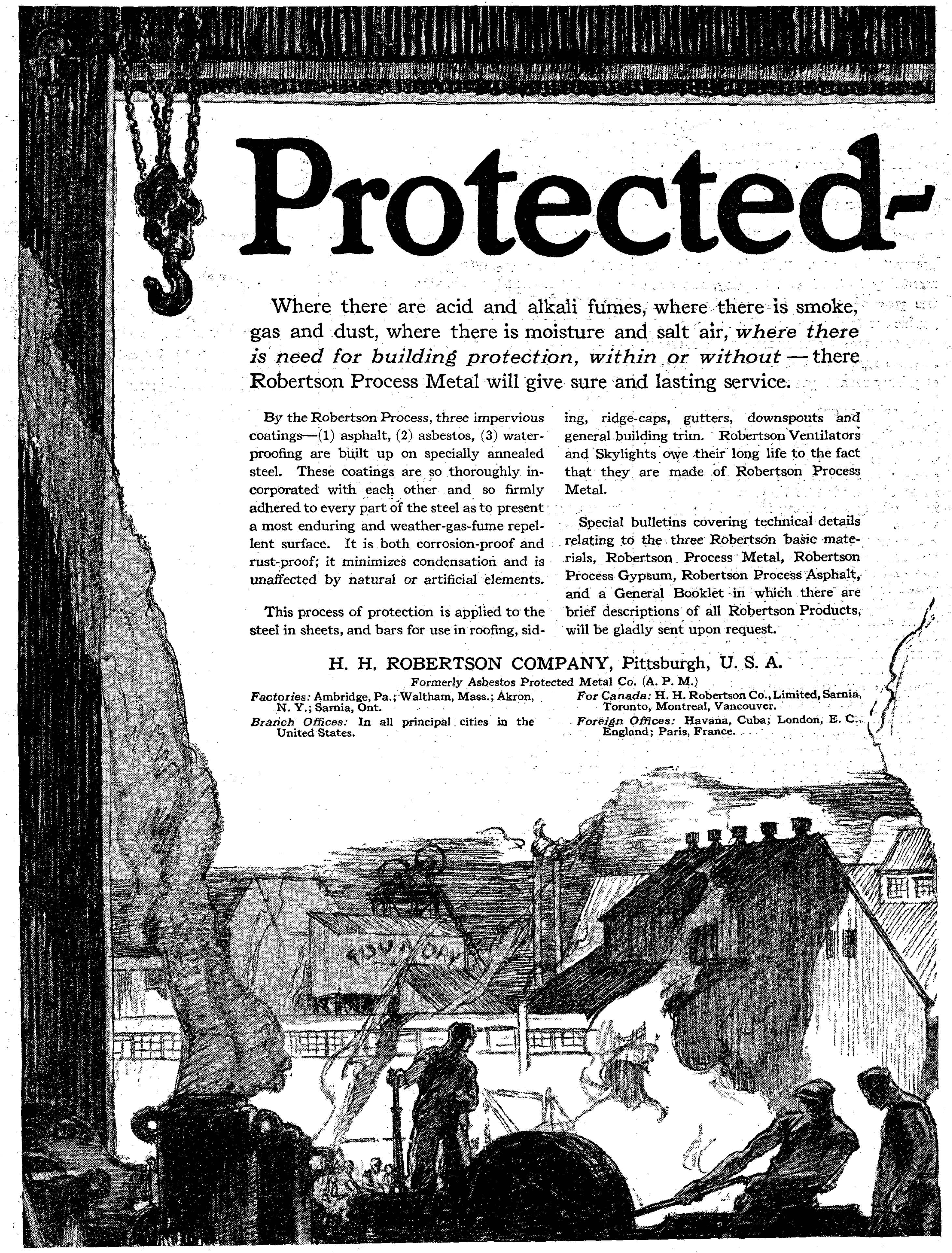
AMERICAN SCHOOL of Correspondence
Dept. GB526
CHICAGO

TRAINING THE KEY TO SUCCESS
Please send me booklet and tell me how I can fit myself for position marked X
ASC

...Western Union Course
...Telephone Engineer
...Draftsman and Designer
...Automobile Engineer
...Automobile Repairman
...Airplane Mechanic
...High School Course
...Fire Insur. Adjuster
...Sanitary Engineer
...Heating and Ventilating Engineer
...Master Plumber
...Civil Engineer
...Structural Engineer
...Mechanical Engineer
...Shop Superintendent
...Accountant and Auditor
...Steam Engineer
...Lawyer
...Business Manager
...Certified Pub. Accountant
...Bookkeeper
...Stenographer
...General Education Course
...Com. School Branches
...Electrical Engineer
...Electric Light and Power Superintendent
...Hydroelectric Engineer
...Wireless Operator
...Architect
...Building Contractor

Name ....

Address ....



Protected—

Where there are acid and alkali fumes, where there is smoke, gas and dust, where there is moisture and salt air, *where there is need for building protection, within or without* — there Robertson Process Metal will give sure and lasting service.

By the Robertson Process, three impervious coatings—(1) asphalt, (2) asbestos, (3) waterproofing are built up on specially annealed steel. These coatings are so thoroughly incorporated with each other and so firmly adhered to every part of the steel as to present a most enduring and weather-gas-fume repellent surface. It is both corrosion-proof and rust-proof; it minimizes condensation and is unaffected by natural or artificial elements.

This process of protection is applied to the steel in sheets, and bars for use in roofing, siding, ridge-caps, gutters, downspouts and general building trim. Robertson Ventilators and Skylights owe their long life to the fact that they are made of Robertson Process Metal.

Special bulletins covering technical details relating to the three Robertson basic materials, Robertson Process Metal, Robertson Process Gypsum, Robertson Process Asphalt, and a General Booklet in which there are brief descriptions of all Robertson Products, will be gladly sent upon request.

H. H. ROBERTSON COMPANY, Pittsburgh, U. S. A.
Formerly Asbestos Protected Metal Co. (A. P. M.)

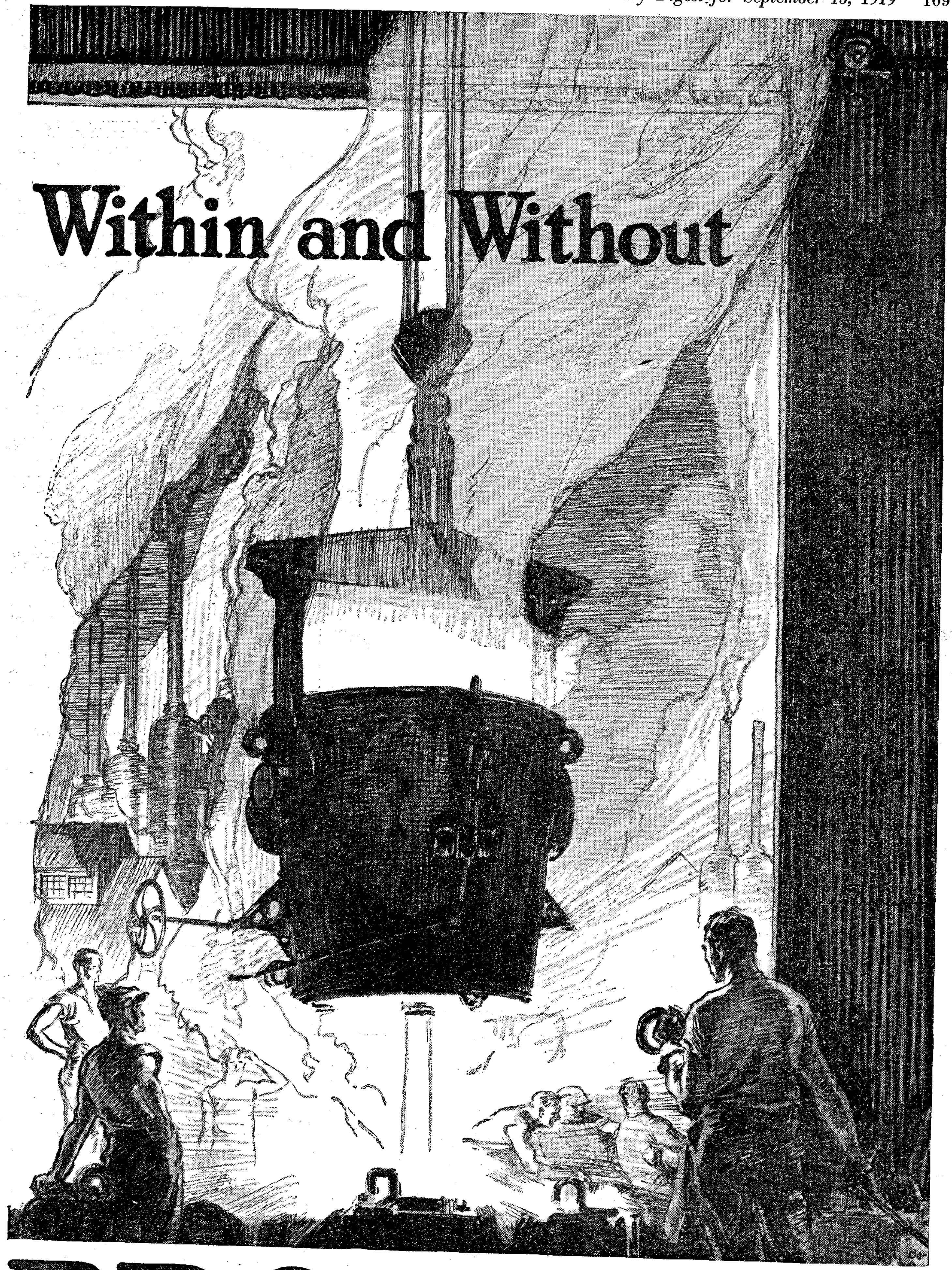
Factories: Ambridge, Pa.; Waltham, Mass.; Akron, N. Y.; Sarnia, Ont.

Branch Offices: In all principal cities in the United States.

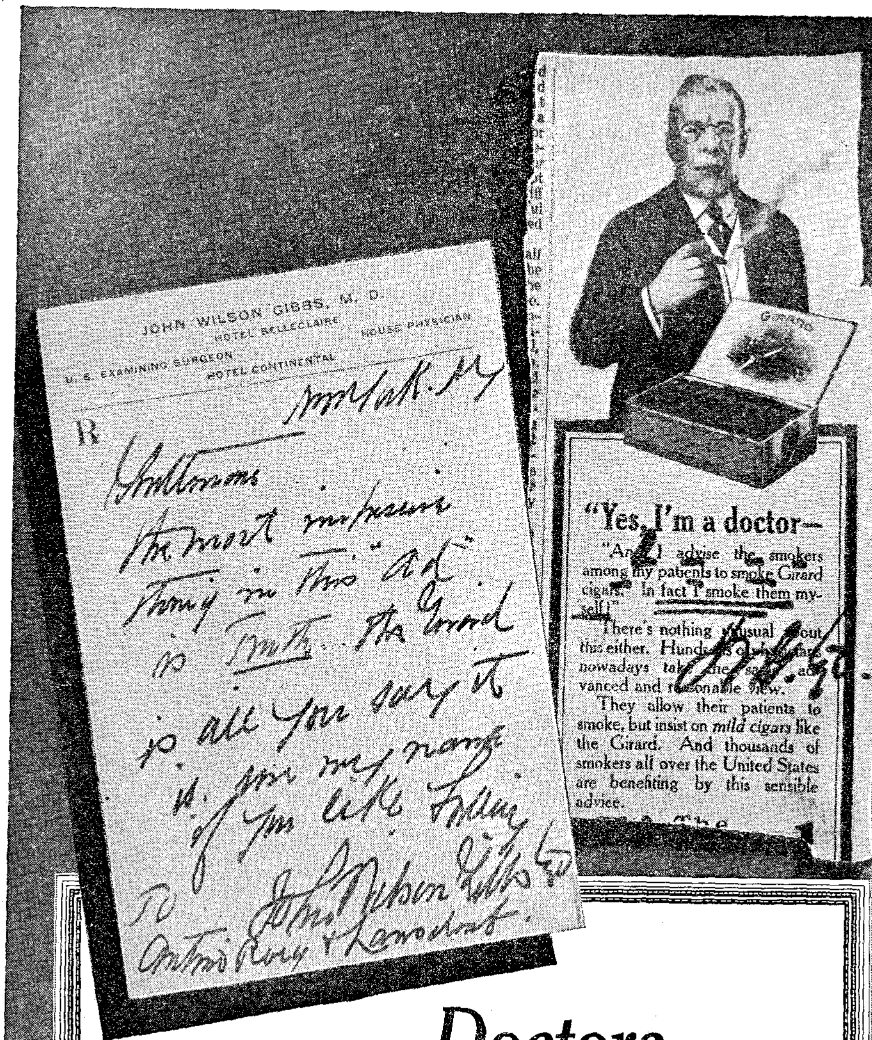
For Canada: H. H. Robertson Co., Limited, Sarnia, Toronto, Montreal, Vancouver.

Foreign Offices: Havana, Cuba; London, E. C., England; Paris, France.

ROBERTSON
BUILDING PRODUCTS


Within and Without

PROCESS
HIGHWAY MATERIALS
TRADE MARK REG. U. S. PAT. OFF.



JOHN WILSON GIBBS, M. D.
HOTEL BELLECLAIRE HOUSE PHYSICIAN
U. S. EXAMINING SURGEON HOTEL CONTINENTAL

New York N.Y

R

Gentlemen
The most impressive
thing in this "ad"
is Truth. The Girard
is all you say it
is. Give my name
if you like Sincerely
John Wilson Gibbs M.D.
To
Antonio Roig & Langsdorf.

"Yes, I'm a doctor—

"And I advise the smokers among my patients to smoke Girard cigars. In fact I smoke them myself!"

There's nothing unusual about this either. Hundreds of physicians nowadays take the same advanced and reasonable view.

They allow their patients to smoke, but insist on *mild cigars* like the Girard. And thousands of smokers all over the United States are benefiting by this sensible advice.

J.W.G.

Doctors recommend Girards and smoke 'em too.

All that any normal smoker needs to do is to stick close to Girards and he will never have to worry about any ill effects of tobacco.

Of course a man should not over-smoke any more than he should over-eat. And he should be as careful about smoking *the right kind of cigar* as he is about eating the right kind of food.

The Girard is the right kind of a cigar because *it never gets on your nerves.*

You may ask, "WHAT IS THE REASON?" The answer is, "Because we use only the mildest of full-flavored tobaccos, and because we remove the oily gums that make tobacco disturbing to the smoker." And the Girard is not only the best smoke for *health*—it's the best smoke for *enjoyment* too, according to the judgment of thousands of smokers in every state in this little old Union. Rich-flavored, mellow-toned, velvety-smooth, and with never a bit of backfire—that's Girard.

Size shown here 13c *2 for 25c*

Other sizes 10c up

Ask for it at the next cigar counter.

Antonio Roig & Langsdorf
Established 48 years Philadelphia

PERFECCION
GIRARD
SUPREMA

GIRARD
Never gets on your nerves

little bears were discovered peeping from beneath a large rock a short distance from where the slain animal lay. The account proceeds:

> After hesitating for a moment both cubs came out and stood looking intently toward us and their dead mother. After a stare, as we did not move, they took a few steps toward us. Hesitating again, they stopt, rose up, and looked around, and then hastily retreated to the rocks. Evidently their mother had trained them to stay wherever she left them until she returned.
>
> But they had waited long. For a while they stood and whimpered very much like hungry, forsaken children. They could scent their mother, and see her, too, and were too hungry and lonesome to endure without her longer. Again they started slowly toward us, walking closely side by side. When very near they paused, rose on hind legs, and looked intently at us and in wonder and longing at their lifeless mother. Then they went to her. One little cub sniffed in a bewildered, puzzled way over her cold, still body. He gently stroked her fur with his paw and then sat down and began to whimper and cry.
>
> The other little cub stood looking with awe into his mother's moveless face, but at last shook off his fright and smelled her bloody head. Then, all forlorn, he turned to look eagerly into the face of the hunter, who had been watching the little cub all this while with big tears upon his cheeks. After a moment he took a step toward him, rose up, and trustingly put forepaws upon his knee, looking seriously, confidingly into his face. We carried these little orphans to camp, and the hunter raised them. Their mother was the last animal that he ever shot.

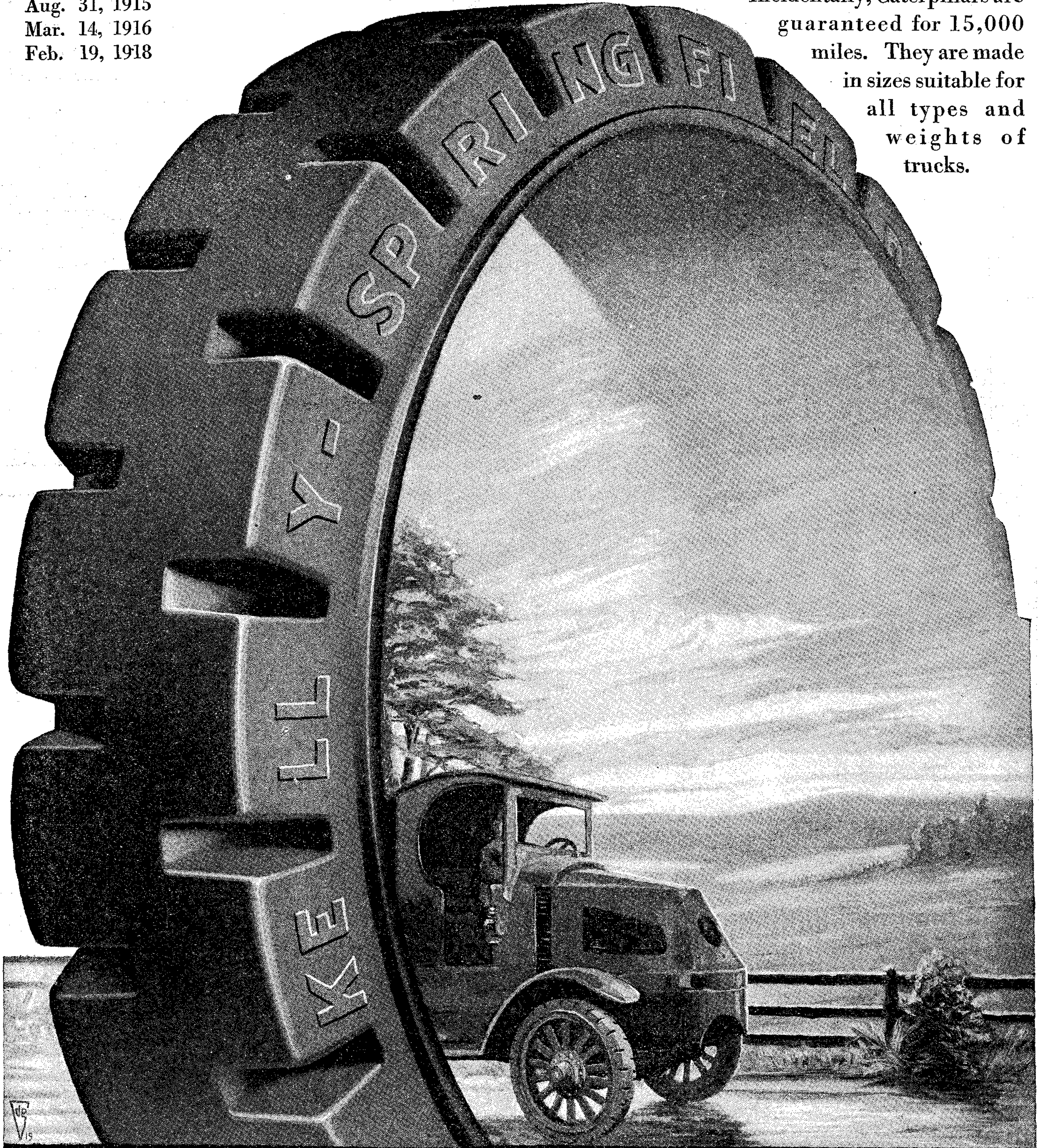
The author then relates an experience of his own with a pair of cubs which he captured on the slope of Long's Peak, Colorado. Each was a lively little ball of fur, about the size of a cottontail rabbit. They objected strenuously to being captured, and when placed in a sack and carried down the mountainside, evidenced their irritation by fighting enthusiastically all the way. They had had nothing to eat for several days and partook hungrily of milk when liberated, which seemed to improve their dispositions wonderfully, and they were pets before sundown. They were named Jenny and Johnny, and the next several months of their life history is thus related:

> Young bear cubs are the most wide-awake and observing little people that I know of. Never have I seen a horse or a dog who understood as readily or learned as rapidly as these two bears. One day I offered Johnny a saucer of milk. He was impatient to get it. Reaching up, he succeeded in spilling it, but he licked the saucer with satisfaction. On the second try he spilled only a part of the milk. On the third trial he clasped the saucer deftly in his two forepaws, lifted it upward, turned his head back, and poured the milk into his mouth.
>
> When Johnny and Jenny were growing up, it seemed as if nothing unusual escaped them. A bright button, a flash of a ring, a white handkerchief, or an unusual movement or sound instantly caught their attention. They concentrated on each

PROTECTED BY
UNITED STATES
PATENTS
June 28, 1904
Aug. 31, 1915
Mar. 14, 1916
Feb. 19, 1918

THE Caterpillar gives tremendous traction. It gives amazing mileage. But aside from these two important things, its big feature is that *it saves the truck.* The great depth of rubber and the system of side vents which allows it to expand under load compression make it the most resilient heavy duty truck tire on the market. What this means in saving repairs to the truck is being daily demonstrated on the trucks of some of the biggest fleets in America.

Incidentally, Caterpillars are guaranteed for 15,000 miles. They are made in sizes suitable for all types and weights of trucks.



KELLY SPRINGFIELD CATERPILLAR TIRES

Kelly-Springfield Tire Company Factories at Akron, O. Wooster, O., Buffalo, N. Y.

General Sales Dept. 4614 PROSPECT AVENUE CLEVELAND, OHIO

As she locked the last door a horrible thought came to her—suppose a fire should start?

Barred windows, locked doors

THE new officer of a girls' reformatory in a Middle Western State was very young and she hadn't learned that one must wait for the public to wake up to the cry of humanity.

So she made the first night's rounds in her corridor with a hopeful heart, glad that she had her chance to help these unfortunate girls. She looked into each little room with its barred window, saw that each girl was "safe" and locked the door behind her.

Locked in! Windows barred! Suppose a fire should start?

She put the question to the superintendent, an earnest woman of unusual capability, and learned that similar conditions exist in such buildings all over the country. They exist in asylums for the insane, prisons, houses of correction, etc.

The common dictates of humanity, you think, must provide some sure and certain means of putting out fire as soon as it starts.

Read *"Fire Tragedies and Their Remedy"*

If you feel too indifferent to send for a free booklet telling what to do, what right have you to blame others when a horrible calamity occurs in your town? Think of your schools, hospitals and asylums and write to-day, now, for this intensely interesting booklet. Address General Fire Extinguisher Company, 274 West Exchange Street, Providence, R. I.

But the trouble is that the officers in charge, who realize the danger, are generally without influence to secure any such equipment.

Only automatic protection like the Grinnell Sprinkler System can protect the inmates of training schools or penal institutions where locked doors, of necessity, prevail. Night and day the little sprinkler head is on the watch, ready to find fire, put it out, and send an alarm—all automatically.

Where the inmates must depend on the presence of mind or heroism of some officer who carries the keys, you may be sure that death by fire will be faced by some victims sooner or later.

Some five billion dollars of business property has been protected from fire by automatic sprinklers.

Meanwhile our wonderful humanitarian institutions and our fine schools continue to burn and the toll of victims grows larger each month.

With a one cent post card you might save lives. Who knows? Should you hesitate to send for a free booklet that tells just what to do?

GRINNELL
AUTOMATIC SPRINKLER SYSTEM
When the fire starts the water starts

new object and endeavored to find out what it was. Having satisfied their curiosity or obtained full information about it, the next instant they were ready to concentrate on something else. But they remembered on second appearance anything which had especially interested them at any time. They learned through careful observation.

It was almost impossible to get these cubs filled up. They ate everything—scraps from the table, rhubarb, dandelions, bitter sage, and bark—but they were especially fond of apples. If I approached with meat and honey upon a plate, but with apples or turnips in my pockets, they would ignore the plate and, climbing me, thrust their noses into my pockets to find the promised treat.

One August evening I brought in a cluster of wild raspberries for Johnny and Jenny. While still more than a hundred feet from the cabin, both bears leapt to their feet, scented the air, and came racing to meet me with more than their ordinary enthusiasm. No child of frontier parents could have shown more interest in a candy package on the father's return from the city than did Johnny and Jenny in those berries.

A number of people were waiting in my cabin to see me. The little bears and I crowded in. I handed Jenny a berry-laden spray, and then one to Johnny, alternating until they were equally divided. Standing erect, each held the cluster under the left forearm by pressing it against the chest. When browsing in a raspberry-patch bears commonly bite off the tops of the canes together with the leaves and the berries. Johnny and Jenny ate more daintily. One berry was plucked off at a time with two front claws and dropt into the mouth. As one berry followed another, the lips were smacked, and the face and every movement made express immense satisfaction at the taste.

Every one crowded close to watch the performance. In the jostling one of the berry-laden canes fell to the floor. Both little bears grabbed for it at the same instant. They butted heads, lost their temper, and began to fight over it. I grabbed them by the collars and shook them.

"Why, Johnny and Jenny," I said, "why do you do this? And such awful manners when we have company! What shall I do with you?"

They instantly stopt quarreling and even forgot the berries. For several seconds the little bears were embarrassed beyond all measure. They simply stared at the floor. Then suddenly each appeared to have the same idea. Standing erect, facing each other, they put their fore-paws on each other's shoulders, and went "Ungh, ah, oooo." Plainly they were very sorry that they had misbehaved.

Eventually Johnny and Jenny became so large that they could not very well be kept as pets any longer, and so they were sent to the Denver zoo.

Mr. Mills devotes a chapter in his book to observations on "Making a Bear Living." A bear spends most of his waking hours making a living, we are told, his appetite being what is described as "simply devastating." As we read:

"As hungry as a bear" is an expression of variable meaning. About one-third of the year a bear has an omnivorous appetite; for another four months he lives on short rations; and during the remainder of the year he goes on a food strike and hibernates.

During the first few weeks after coming out of the winter den much of the grizzly's food is likely to be of the salad order—juicy young plant stalks, watery shoots, tender bark, young grasses, buds, and leaves. In late autumn, just before hibernating, his last courses are mostly roots and nuts.

However, the normal grizzly is an omnivorous feeder, refusing only human flesh. He will eat anything that is edible—meat (fresh, stale, or carrion), wasps, yellow-jackets, grasshoppers, ants and their eggs, bugs, and grubs. Of course he eats honey and the bees. He also captures snakes, and many a rat and rabbit. He is a destroyer of many pests that afflict man, and in the realm of economic biology he should be rated high. I doubt if a dozen cats, hawks, or owls annually catch as many mice as the average grizzly.

All grizzlies appear to be fond of fish. In many places they are most successful fishermen. I watched a grizzly standing in the riffles of an Idaho stream, partly concealed by a willow clump. In half an hour he knocked five large salmon ashore. With a single lightning-like stroke of a forepaw, the fish was flung out of the water and sent flying fifteen or twenty feet. Rarely did he miss. Each of the salmon weighed several pounds.

A huge brown grizzly mother catching trout for her two fat cubs held my attention one day. The cubs waited on the grassy bank of a brook while the mother brought them trout after trout. She sometimes caught the fish by thrusting her nose into the water beneath the bank or by reaching in with her paws. Occasionally she knocked them out of the water as they endeavored to dash past her in the riffles. The cubs watched her every move; but they were not allowed to enter the water.

As is well known, a bear goes to sleep when winter comes and does not wake up until spring. It is not hard to rouse him, however, altho it would not appear to be wise to do so, if one has no means of protecting oneself and is under the erroneous impression that the animal's senses will be so deadened that it will not fight. We read:

Once in for the winter the bear is likely to stay in the den for weeks. Most of the time probably is spent sleeping, and, so far as known, without either food or water. A bear may be routed out of his winter quarters without difficulty. Generally his sleep is not heavy enough greatly to deaden his senses. Hunters, trappers, floods, and snow-slides have driven grizzlies from their dens during every stage of hibernation, and in each case a moment after the bear came forth his senses were as alert as ever; he was able either to run away or to fight in his normal manner.

Prospectors in Jefferson Valley, Montana, told me of staking claims and starting to drive a tunnel early one December. A day or two after they began blasting they saw a bear break out of a snowy den and scamper away on the mountainside. They tracked him to the place where he had holed up again. It was their belief that the noise or the jar of their shots had awakened and reawakened the bear, until, disgusted, he left the region for a quieter sleeping-place.

A sniffling and grunting attracted my

FOR THE MAN WHO CARES

The Florsheim SHOE

YOU get quality when you buy The Florsheim Shoe, smart style and absolute comfort that makes you satisfied from first to last day's wear.

Consider the wear, not the price per pair.

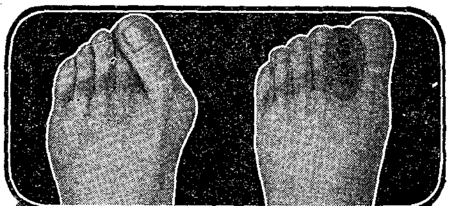
Look for the quality mark "Florsheim."

The Florsheim Shoe Company
CHICAGO, U. S. A.

Write for booklet "Styles of the Times"

The Saranac—

A Virile Message from the **Arizona Philosopher** (Charles Ferguson) called "The Affirmative Intellect." 90c postpaid from Funk & Wagnalls Company, N. Y.



Your Bunion Corrected

and the cause of your suffering removed by wearing Dr. Scholl's Toe-Flex. This soft, ingenious rubber device straightens the crooked toe and restores joint to normal size and position. Relieves pressure on foot and prevents distortion of shoes. Price 50c each.

Most foot troubles may be quickly relieved and permanently corrected by using

Dr Scholl's Foot Comfort Appliances

There is a distinct appliance or remedy for such foot troubles, as tired, aching feet, weak ankles, corns, callouses, painful heels, weak or broken down arches, flat foot, Morton's Toe, etc.

Shoe and Department Stores sell these appliances and have foot experts who scientifically fit them. These men have studied Practipedics—the science of giving foot comfort—and deserve your patronage.

Illustrated Booklet Free

"The Feet and Their Care," by Dr. Wm. M. Scholl, recognized foot authority, sent free.

The Scholl Mfg. Co.
Dept. D 4 213 W. Schiller St., Chicago

"WATCH YOUR FEET"

attention one midwinter day as I was snowshoeing along the side of a ravine. Presently, a short distance ahead of me, I saw a grizzly's nose thrust out of a hole in the snowy slope. Then his head followed. Sleepily the grizzly half-opened his eyes, then closed them again. His shaking and drooping head fell lower and lower, until with a jerk he raised it only to let it droop again. He repeated this performance a number of times. Evidently it was the head of a very sleepy grizzly. Occasionally he opened his eyes for a moment, but he did not seem interested in the outside world and he finally withdrew his head and disappeared in the den.

I once watched a grizzly for seven days after he emerged from his hibernating-cave. His winter quarters were near timber-line on Battle Mountain, at an altitude of nearly twelve thousand feet. The winter had been of average temperature, but with scanty snowfall. I saw him, by chance, just as he left the den, on the first day of March. He walked about aimlessly for an hour or more, then returned to his sleeping-place without eating or drinking anything.

The following day he wandered about until afternoon before he broke his fast. He ate a mouthful of willow twigs and took a taste of water. He walked leisurely down the mountain and toward sundown made himself a nest at the foot of a cliff in the woods. Here he remained, apparently sleeping, until late the next afternoon. Then, just before sundown, he walked out a short distance, smelled of a number of things, licked the snow a few times, and returned to his nest.

The fourth day he went early for water and ate more willow twigs. In the afternoon he came upon a dead bird—apparently a junco—which he ate. After another drink he lay down at the foot of a tree for the night. The following morning he drank freely of water, surprized and devoured a rabbit, and then lay down. He slept until noon the next day, then set out foraging; he found a dead mouse and toward evening caught another rabbit. The seventh day was much like the preceding one. During the first week out the grizzly did not eat food enough to make him one ordinary meal.

As might be surmised, the hunting or trapping of an animal so intelligent as the grizzly is a difficult matter. This is especially true to-day, when ruthless pursuit of the animal has greatly increased his natural wariness. As an illustration of what one may expect when matching wits with a grizzly, the author relates a rather surprizing experience of his own in trailing a wise old bear, not for the purpose of killing him, but to study his actions. He says:

I followed the trail through woods, groves, and openings. After an hour or more without seeing the grizzly, I climbed a cliff, hoping to get a glimpse of him on some ridge ahead. I could see his line of tracks crossing a low ridge beyond and felt that he might still be an hour or so in the lead. But, in descending from the cliff, I chanced to look back along my trail. Just at that moment the bear came out of the woods behind me. He was trailing me!

I do not know how he discovered that I was following him. He may have seen or scented me. Anyway, instead of coming directly back and thus exposing

STAND ON END
RU-BER-OID
ROOFING
Directions, Lap. Cement, Rustproof Nails, Inside Roll
A PRODUCT
THE STANDARD
CHICAGO
NEW YOR

This Label Is a Guarantee of Quality

Surface Appearances Tell You Nothing

You cannot determine the quality of ready-roofing by its looks or its "feel". Surface appearances tell you nothing. The ability of ready-roofing to meet successfully the test of service depends upon the raw materials put into it and the manufacturing processes followed in making it.

When you buy Ru-ber-oid Roofing not a doubt need enter your mind regarding these two factors.

For over twenty-five years Ru-ber-oid has been regarded as the standard by which ready-roofings may be judged. It maintains today the enviable position which it reached when there was scarcely a competitor in the field.

For over twenty-five years the reputation of The Standard Paint Company has rested upon the quality of Ru-ber-oid Roofing. As that quality has been maintained so has the reputation of the company.

Therefore we say that the Ru-ber-oid label is your guarantee of quality. Ru-ber-oid is made to meet a standard of quality—the Ru-ber-oid standard—not a standard of price. That is why, after twenty years of service, the limit of endurance of many a Ru-ber-oid roof has not yet been found.

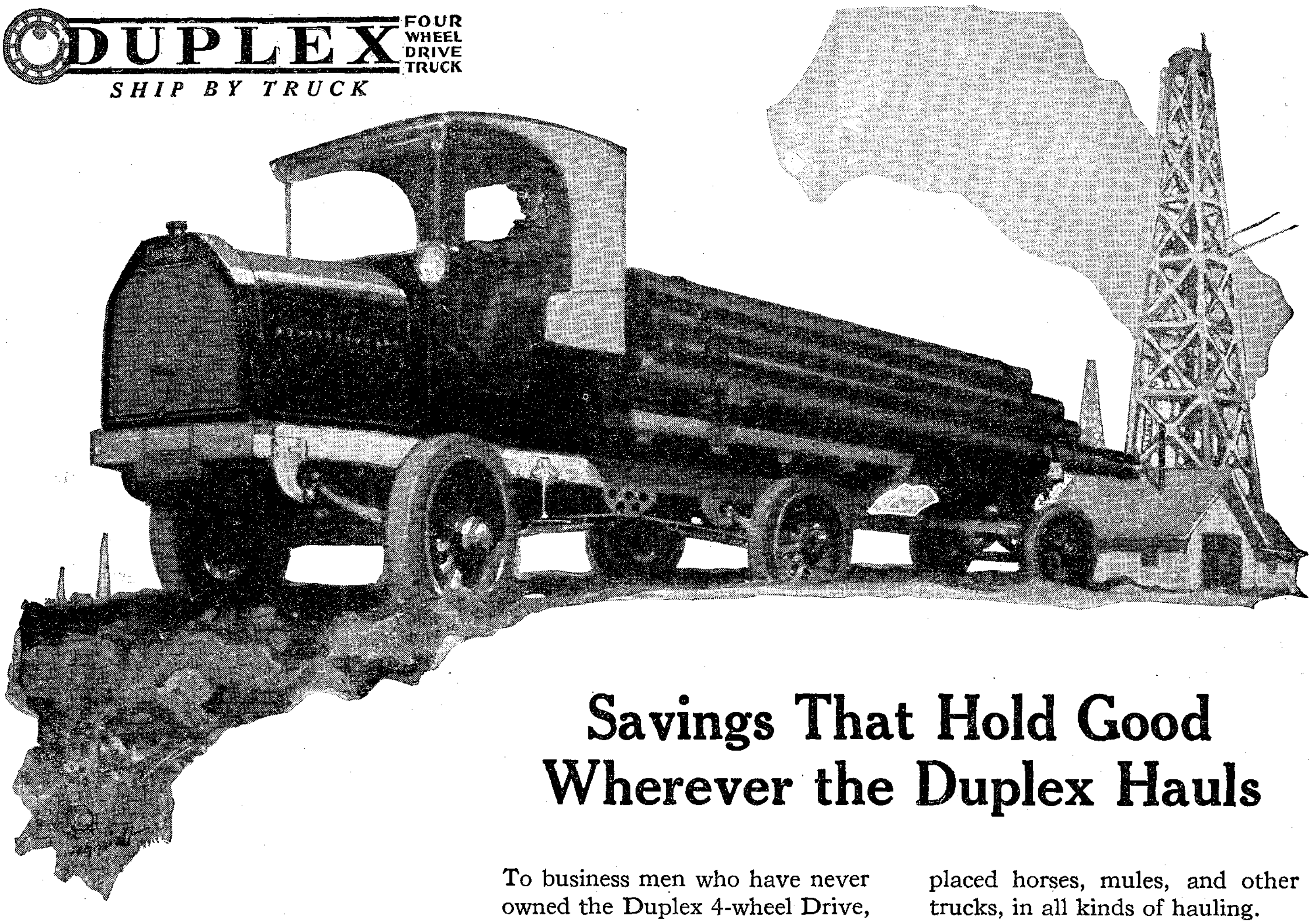
THE STANDARD PAINT COMPANY
WOOLWORTH BLDG., N. Y.
CHICAGO NEW YORK BOSTON

There is but One Ru-ber-oid
The Standard Paint Company Makes It

RU-BER-OID
ROOFING

DUPLEX FOUR WHEEL DRIVE TRUCK

SHIP BY TRUCK



Savings That Hold Good Wherever the Duplex Hauls

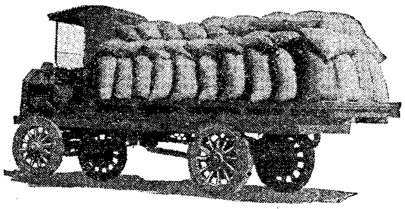
After one year's hard work hauling logs, mining props, and piling, at an expense of something like $40 for repairs, I am placing my order for my second Duplex Truck.

This truck always worked with a two-wheel trailer, and hauled loads on the truck and trailer up to ten tons right out of the woods, through creek-beds, across fields, wherever I wanted to go. I am still running on the original set of tires and they are good for this season.

I am now using this truck hauling logs about a mile, with two trailers. Each load averages 2500 board feet, and am putting into the pond 20,000 board feet every ten hours. Each load runs about ten ton net weight.

In this heavy work I use one pint of cylinder oil every forty miles, and average five miles to a gallon of gasoline.

I. L. SMITH,
The Dalles, Oregon



To business men who have never owned the Duplex 4-wheel Drive, the simple facts must seem almost incredible.

Yet they *are* facts. And they are *conclusive*. They are based on ton-mile costs—the very bedrock of all hauling.

It is in ton-mile costs that Duplex savings average from 20 per cent to as high as 60 per cent.

The figures leave no room for doubt; no room for argument.

They are quoted from the records of firms which operate a single Duplex, and those which operate whole fleets.

Whether these reports come from cities or small towns; from mining or lumber regions; from road-building operations, or wherever, the net result is the same.

The Duplex does make a *decided* and *definite saving* in the cost per ton-mile.

The comparison holds good in every case. Because that is true, the Duplex has repeatedly replaced horses, mules, and other trucks, in all kinds of hauling.

The reason, of course, is obviously sane and simple.

The Duplex drives with all four wheels. It always goes through—even where a team of horses would stall. And it always carries the load.

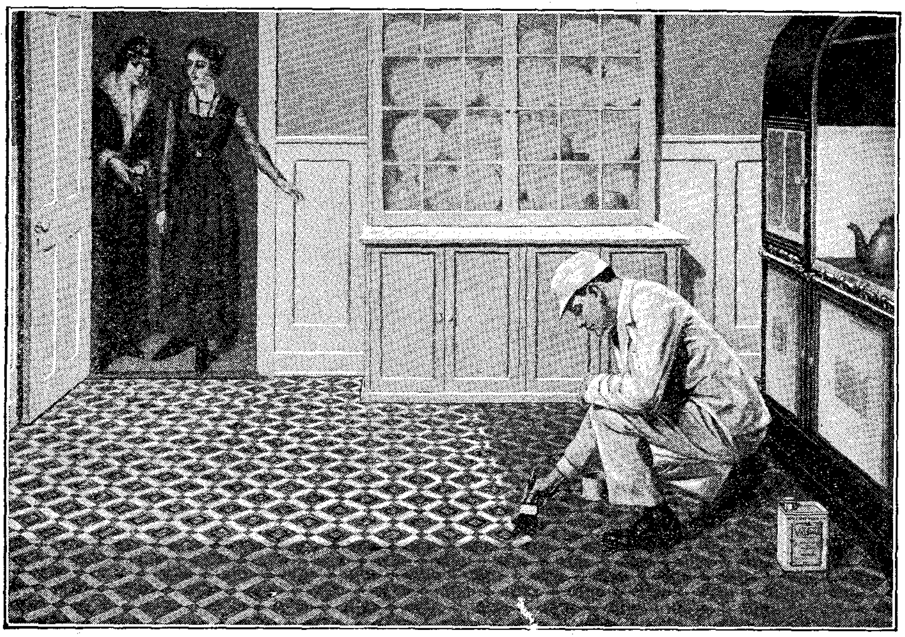
The Duplex wastes no power in spinning wheels. It saves itself from the damage of unequal strains. It requires only single rear tires instead of dual—a clear saving here of 30 per cent.

Duplex dealers always welcome a comparative demonstration. They are accustomed to regard the sale as good as closed when they are asked to compete in performance.

Business executives who have *any* hauling proposition, on any kind of road, will find it to their interest to inquire thoroughly into the Duplex facts.

DUPLEX TRUCK COMPANY
Lansing, Michigan

DUPLEX TRUCKS
Cost Less Per Ton-mile



"See how Valspar Varnish makes my old linoleum look like new!"

VALSPAR Varnish actually *renews* linoleum, congoleum and oilcloth—makes them not only *look* like new but *wear* like new.

For Valspar forms a tough, waterproof surface that protects the floor-covering from the wear of scuffing feet and at the same time prevents the oils from drying out and causing the linoleum to become dry and brittle.

But before you apply Valspar, be sure that your linoleum is *clean and dry.* Wash it with warm water and soap and let it dry thoroughly.

Valspar positively will not spot or stain or turn white if you spill on it such things as hot grease, scalding water, vinegar, ammonia or alcohol. And it can be washed repeatedly with soap and water without the least injury. That's why Valspar is such a wonderful varnish for furniture, woodwork and floors, as well as for linoleum.

VALENTINE'S
VALSPAR
The Varnish That Won't Turn White

The great authorities on linoleum and similar floor-coverings are the well-known manufacturers named below. Their products are the standard of value. You probably have some of them in your own home. If not, you surely have one or more rooms in which they could be used to advantage. *All of these manufacturers recommend that the printed floor-coverings they make be varnished with Valspar.*

Armstrong Cork Co. (Linoleum Dept.)
Congoleum Co., Inc.
Nairn Linoleum Co.
Cook's Linoleum Co.
Parafine Companies, Inc. (Pabcolin)
Thomas Potter Sons & Co., Inc.
Joseph Wild & Co.

Valspar is easy to apply and it dries over night. And remember this: Every coat of Valspar will add *months* to the life of your floor-covering.

VALENTINE & COMPANY, 462 Fourth Ave., New York
Largest Manufacturers of High-grade Varnishes in the World—Established 1832
New York Toronto Amsterdam VALENTINES VARNISHES TRADE MARK Boston Chicago London
W. P. FULLER & Co., San Francisco and Principal Pacific Coast Cities
Copyright, 1919, Valentine & Company

Special Offer: Don't be content merely with reading about Valspar—*Use it.*
For 25c in stamps we will send you enough Valspar to varnish a small table or chair. Or, if you will write your dealer's name on bottom line you need send us only 15c for the sample can.
Your Name..
Your Address..
Dealer's Name..

himself, he had very nearly carried out his well-planned surprize when I discovered him. I found out afterward that he had left his trail far ahead, turning and walking back in his own footprints for a distance, and trampling this stretch a number of times, and that he had then leapt into scrubby timber and made off on the side where his tracks did not show in passing along the trampled trail. He had confused his trail where he started to circle back, so as not to be noticed, and slipt in around behind me.

But after discovering the grizzly on my trail I went slowly along as tho I was unaware of his near presence, turning in screened places to look back. He followed within three hundred feet of me. When I stopt he stopt. He occasionally watched me from behind bushes, a tree, or a boulder. It gave me a strange feeling to have this big beast following and watching me so closely and cautiously. But I was not alarmed.

I concluded to turn tables on him. On crossing a ridge where I was out of sight, I turned to the right and ran for nearly a mile. Then, circling back into our old trail behind the bear, I traveled serenely along, imagining that he was far ahead. I was suddenly startled to see a movement of the grizzly's shadow from behind a boulder near the trail, only three hundred feet ahead. He was in ambush, waiting for me! At the place where I left the trail to circle behind him he had stopt and evidently surmised my movements. Turning in his tracks, he had come a short distance back on the trail and lain down behind the boulder to wait for me.

I went on a few steps after discovering the grizzly, and he moved to keep out of sight. I edged toward a tall spruce, which I planned to climb if he charged, feeling safe in the knowledge that grizzlies can not climb trees. Pausing by the spruce, I could see his silver-gray fur as he peered at me from behind the boulder, and as I moved farther away I heard him snapping his jaws and snarling as tho in anger at being outwitted.

Just what he would have done had I walked into his ambush can only be guessed. Hunters trailing a wounded grizzly have been ambushed and killed. But this grizzly had not even been shot at nor harassed.

Generally, when a grizzly discovers that he is followed, or even if he only thinks himself followed, he at once hurries off to some other part of his territory, as this one did after I rolled the stone. But Old Timberline, on finding himself followed, slipt round to follow me. Often a grizzly, if he feels he is not yet seen—that his move is unsuspected—will slip round to follow those who are trailing him. But in no other case that I know of has a bear lingered after he realized that he was seen. After Old Timberline discovered that I had circled behind him, he knew that I knew where he was and what he was doing.

But instead of running away he came back along the trail to await my coming. What were his intentions? Did he intend to assault me, or was he overcome with curiosity because of my unusual actions and trying to discover what they were all about? I do not know. I concluded it best not to follow him farther, nor did I wish to travel that night with this crafty, soft-footed fellow in the woods. Going a short distance down among the trees, I built a rousing fire. Between it and a cliff I spent the night, satisfied that I had had adventure enough for one outing.

SCIENCE AND INVENTION

Continued

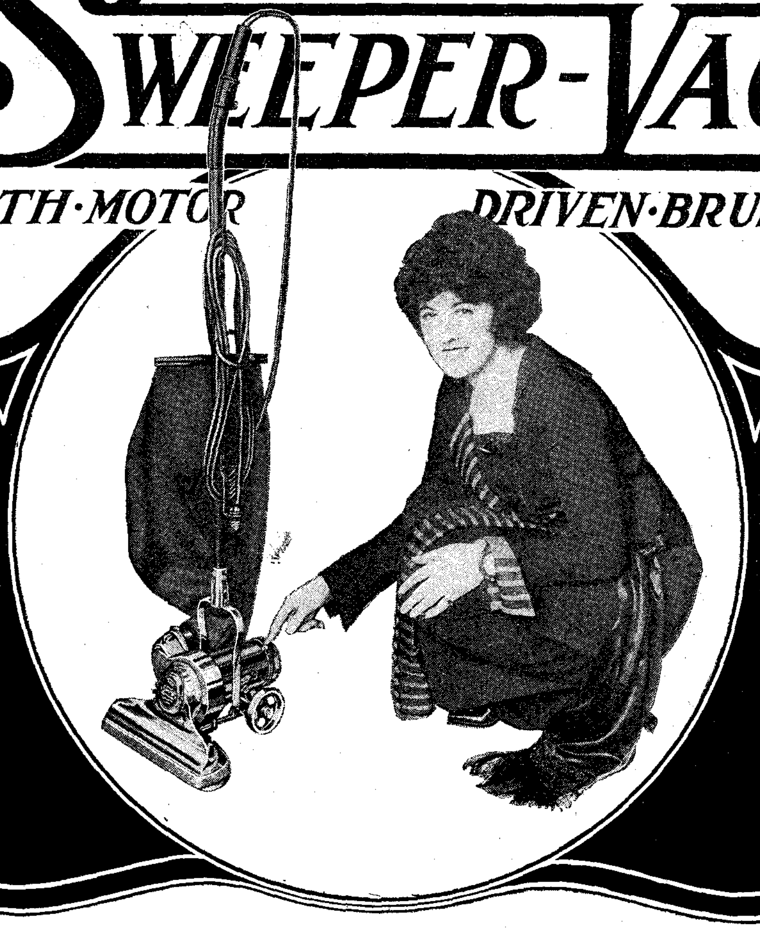
THE TEMPERATURE OF THE SKIN

THE physician's clinical thermometer is a familiar instrument, and most patients know what it is to have their "temperatures taken." The temperature that the doctor is thus trying to get is that of the interior of the body, and he approximates it as nearly as he can. Experiments made at the nutrition laboratory of the Carnegie Institution at Boston, by F. G. Benedict, W. R. Miles, and Alice Johnson, and described by them in a paper read before the National Academy of Sciences, in April last, show that the temperature of the skin is also obtainable and that it may be valuable. It is not the same as the interior body temperature, nor does it vary in the same way. It is interesting to know that "body temperature" is a different thing as it is taken within or without. We quote from the Academy's *Proceedings* (Washington):

> "The clinical importance of records of body-temperature, as taken usually in the mouth, . . . has quite obscured the physiological significance of the skin temperature. Extensive researches have shown that the temperature of the human body, deep in the body trunk or in any of the natural cavities, remains reasonably constant. . . . . .
>
> "The technical difficulties in recording skin-temperature have undoubtedly retarded extensive study. The temperature of the human skin is the resultant of several factors, as heat is supplied from the subcutaneous tissues and lost from the surface of the body by radiation, conduction, and the vaporization of water. An attempt to secure accurate records of skin-temperature by the application of an ordinary mercury thermometer is obviously useless, for but a small proportion of the bulb of such a thermometer comes in actual contact with the skin. Even thermometers constructed with a special bulb providing a large surface to apply to the skin have a like surface exposed to the environmental temperature. If, as is occasionally done, this outer surface is covered with non-conductive material, there is almost immediately a disturbance in the temperature of the skin due to the fact that there is a retardation of the normal loss of heat, with a consequent accumulation of heat from the subcutaneous tissue. The true temperature of the skin should therefore be recorded by an apparatus which is nearly instantaneous in action and sufficiently protected from the environment to insure a true record of the surface temperature."

The method reported by the authors employs thermoelectric processes, two metallic junctions being used, one located in a constant-temperature bath and the other applied to the skin. The resulting current is directly proportional to the temperature difference between the two junctions. It was found that when the junction applied to the body was backed with cotton batting and held rigidly in hard rubber, it was possible to apply it to the body and have it assume the surface temperature inside of a few seconds. To quote again:

"It was found that the subject used



ELECTRIC
SWEEPER-VAC
WITH·MOTOR DRIVEN·BRUSH

Rest While You Work

With the ELECTRIC SWEEPER-VAC there is such a noticeable smoothness of operation that you actually feel at rest while you are cleaning with it.

Have your dealer let you try the ELECTRIC SWEEPER-VAC with Motor Driven Brush the next time you vacuum clean your home.

Ask for the CLEANER with the LEVER

TWO MACHINES IN ONE

Choose whichever you wish. One turn of the Lever gives it to you — either a vacuum cleaner with Plain Suction or one with Motor Driven Brush and Suction combined.

This Lever also gives light weight, ease of operation, dust-and-pin-proof belt, freedom from adjustment, the famous Worm Drive, and many other useful features.

Manufactured by the oldest concern of continuous standing in the vacuum cleaner market.

Cleaning **adapted** to the **rug** is the ELECTRIC SWEEPER-VAC way.

Good rugs are backed with glue sizing to keep them from buckling and to preserve them.

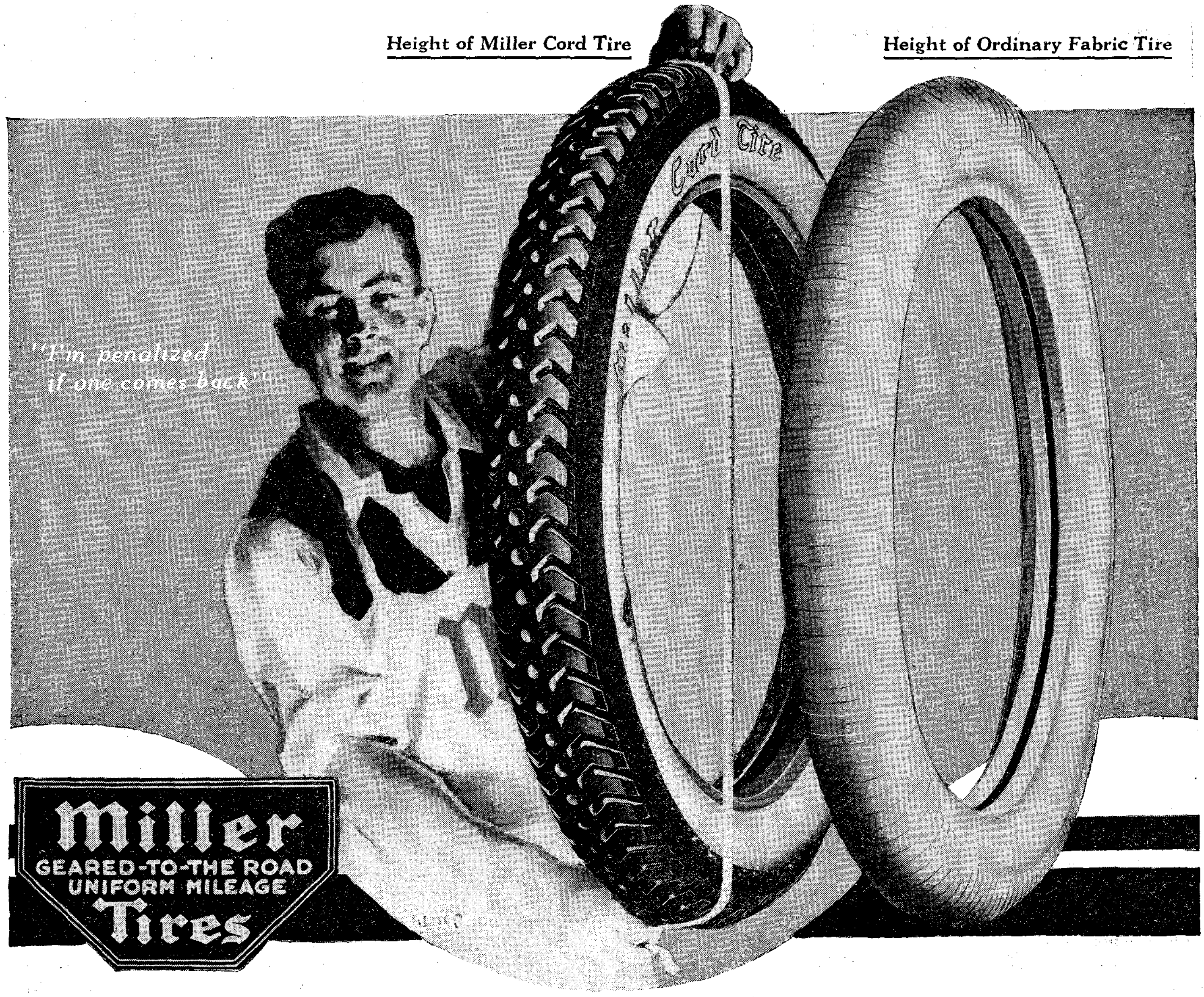
The ELECTRIC SWEEPER-VAC with Motor Driven Brush *respects* this glue sizing and avoids cracking it off by picking up the rug or beating it over a clothesline.

The ELECTRIC SWEEPER-VAC with Motor Driven Brush keeps the rug always flat against the floor.

The brush combs out all the lint, unmats the nap, vibrates it to dislodge the dirt, then the powerful suction goes way down into the nap and removes all grit and dirt.

Next time try the ELECTRIC SWEEPER-VAC scientific way of cleaning.

PNEUVAC COMPANY
Worcester **Massachusetts**


Height of Miller Cord Tire
Height of Ordinary Fabric Tire
"I'm penalized if one comes back"
Cord Tire
Miller
GEARED-TO-THE ROAD
UNIFORM MILEAGE
Tires

Oversize, More Buoyant, Greater Air Capacity

Yet Miller Uniform Cords Are Rated the Same Size

The above picture proves why no Fabric tire can attempt to run as far or ride with the easy spring of the Miller Uniform Cord.

Both tires are rated the same size, but the Miller is bigger around and bigger through. *It contains 30 per cent more actual wearing material and much greater air capacity.* It is heavier and thicker.

Rough Roads Made Smooth

Just feel yourself riding on these oversize, buoyant, elastic tires built of thousands of cable cords, floated in new, live rubber, layer on layer. How they give and take on the rough of the road. How road shocks and vibration are neutralized.

It makes no difference if your car is large or small, if it is equipped with Miller Cords you glide with bird-like smoothness over ruts and bumps. Never before have you known such delightful riding ease and comfort.

You simply can't appreciate Miller Cord comfort and extra mileage until you have ridden on them. So be sure your next tires are Miller Cords.

Uniform Long Distance Mileage

Like all Miller Tires, these cords are uniform. Casing after casing they give long-distance mileage, because every Miller tire builder is trained to build the same. And all Miller Tires are built to a championship standard. They are the longest wearing and the lowest in cost per mile.

Only authorized dealers can supply you with Miller Tires. If you don't know the Miller dealer, write us for his name.

The Miller Rubber Company
Dept. A-201, Akron, Ohio

Makers of Miller Red and Gray Inner Tubes—The Team-Mates of Uniform Tires

Also Miller Surgeons Grade Rubber Goods—For Homes as well as Hospitals

To Dealers:
Your Territory may be open—write us

SCIENCE AND INVENTION

Continued

could withstand exposure to temperatures as low as 14° C. for several hours without shivering. These conditions presented unusual opportunities for studies of skin-temperature."

The results of these experiments showed that skin-temperature is by no means the same in different parts of the body. Measurements along a curve on the chest or the back showed constant change from point to point, and there was variation as great as 20° F. Probably skin-temperature, as well as body-temperature, will be used in future as an indication of physical condition, both in health and in disease.

WHEN IS AN EGG FRESH?

By the provisions of a newly enacted law in the State of Pennsylvania, eggs sold as "fresh" must hereafter be really fresh, and a reasonable definition of the word has been officially adopted. In a special session of the State Board of Chemists, of which an account has recently been sent out in the form of a press-bulletin, it was demonstrated to the satisfaction of all present that the identification of eggs as fresh or stale, under the official specifications, is a matter of no great difficulty. Samples of eggs had been collected by Agent Simmers, of the Philadelphia district, who had full data concerning every sample submitted. They covered a range of cold-storage eggs of several ages, one-day-old eggs, Western fresh eggs, and eggs preserved by several well-known methods used in household practise. These samples were submitted under number only to the group of chemists for decision as to their character, and in every case they were correctly classified for interpretation of the provisions of the newly enacted Fresh-Egg Law. We read in the Bulletin:

"As each sample was submitted the chemists individually made their decisions, which unanimously agreed in each case, and as each result was announced Mr. Simmers's facts regarding the origin of the particular sample were stated and were found absolutely to confirm the decision arrived at by the chemists as to the age and classification of the eggs.

"The factors which are taken into account in classifying eggs as to their freshness are the size of the air space, the specific gravity, the condition of the white and of the yolk after opening, the appearance of the chalaza, besides various confirmatory chemical tests and cooking tests.

"A fresh egg is one that is understood to have the following qualities: Its white is capable of whipping well; in cooking it can be satisfactorily poached or soft-boiled; it has not absorbed foreign disagreeable odors; its embryo shall not have developed appreciably; the yolk should be fairly stiff and well rounded, and the white should not be watery and the chalaza shall be well defined.

"Eggs held in the warmer portion of the year lose their quality of freshness much more rapidly than in the colder months. Even when kept in a cool room they lose their quality of freshness in about three weeks.

"With the present high prices of eggs it is only fair that the purchaser who asks for and pays for fresh eggs is entitled to receive them, and it was for this purpose that the Fresh-Egg Law was enacted at the last session of the legislature.

"As soon as the State printer is able to supply the department with copies of the law, these will be distributed to the trade and to the public, after which time the law will be enforced."

GERMAN PRAISE FOR THE LIBERTY MOTOR

Just before the armistice, the British bomber, *Hyderabad No. 3*, fell into German hands. The engine, which was a Packard-built Liberty twelve of the standard army type, was apparently uninjured and gave the German engineers full opportunity to investigate its construction and performance ability. In *Mechanical Engineering* (New York, August) are reproduced some of the results secured by them and published in a German technical periodical, *Der Motorwagen*. The account is both descriptive and critical and only one fault is found—the direct connection of the motor, which the German critic thinks should have been fitted with speed-reducing gear. Says the paper named above:

"The following comment is given: The curve of output, as function of the number of revolutions, is unusually good, which is ascribed mainly to well-selected valve-opening cross-sections together with moderate velocity of the flow of gases through the valves. The fuel consumption . . . is called very good for 'foreign' (which means non-German) engines. The output was 381 horse-power, which is somewhat less than the nominal rating of 400 horse-power, but it is stated that it is likely that an output of 400 horse-power could be secured at that speed with a different setting of the carbureter.

"The weight of approximately one kilogram per horse-power is said to be very good.

"The general opinion of the motor is that its construction and weight are very good and that the ignition system is novel. The only objection made as regards the ignition system is in respect to the starting of the engine.

"The direct drive of the air-propeller is considered to be a basic defect of construction, in that with a motor of such a high output it is possible to secure an efficient propeller operation only by reducing the speed in revolutions. It is considered desirable that the motor should be equipped with a reducing gear.

"In order to increase the output, it would be further necessary to raise the speed of revolution of the motor as high as possible, . . . which would, however, necessitate a redesign of the pistons and connecting-rods. In this way it might be possible to raise the motor output to about 500 horse-power."

In its editorial pages, *Mechanical Engineering* makes the following comments:

"It is hardly possible to suspect the Germans of partiality to the production of our War Department, which makes their opinion particularly interesting.

"There is no doubt but that the German engineers were most favorably imprest with the design and performance of the engine. Their tests have confirmed practically along the whole line the results of similar tests made, for example, at McCook Field by the Aircraft Engineering Department of the War Department and published by special courtesy of the War Department in the March issue of this journal.

"In fact, the only serious criticism made by the German engineers is that with a motor of such tremendous power direct propeller drive was used. This criticism, however, has nothing to do with the design of the motor itself, and, as a matter of fact, is by no means new to our own engineers, as a vast amount of work was done by the Aircraft Engineering Department in the United States along lines of developing a reduction transmission for aircraft propellers to be used with the Liberty motor. Not only that, but at the time when the armistice was signed, a most interesting design was actually developed and extensively tested out and would probably have been used had not the armistice brought about a slowing-down of the work of production and development.

"Particular attention is called to the German data on the fuel consumption of the Liberty motor, which, if anything, are even more favorable to the motor than similar data officially published in this country."

DR. WILEY ON SOFT DRINKS

Harmlessness is not, of course, synonymous with softness, in the case of beverages. Alcohol, despite the fact that it is the only drinkable thing bound by the Constitution of the United States, is not the only injurious component of possible drinks. And beverages may be harmful for other reasons than their contents—for their temperature, for example. These things are gone into pretty thoroughly by Dr. Harvey W. Wiley in his recent book on "Beverages and Their Adulteration." The passages quoted below are from a review in Paul Pierce's "Food and Health Comments," in *Table Talk* (Cooperstown, N. Y., July). The typical soft drink of the United States is, of course, soda-water. This phrase is, to some extent, a misbranding, we are told, since it is so called because originally the gas with which it is charged was derived from carbonate or bicarbonate of soda. The name has become so firmly attached to waters of this kind that it probably will be accepted in the future as distinctive. We read:

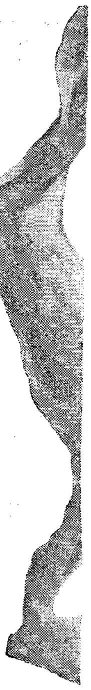
"In this country it is mixed, before drinking, with a sirup, which, in addition to the sugar it contains, has a flavoring material to give it character. The sirup is made of pure sugar, or at least should be, and the flavoring material is a vegetable juice or extract of some kind, such as vanilla, orange, coffee, raspberry, strawberry, chocolate, pineapple, lemon, banana, cherry. The above are all natural flavors and wholly unobjectionable from an ethical point of view.

"Other drinks of this kind are legion. Some are of a composition to which the term soft drink is probably not applicable,

Ship by Truck

Answers the Call of the Lumberman

By H. S. FIRESTONE, President
FIRESTONE TIRE & RUBBER COMPANY



IN the logging camps, at the sawmill and in the retail lumber yards, the motor truck is giving striking proof of its usefulness and economy.

Its capacity for greater loads, its extreme mobility, its tireless energy have already effected remarkable changes in taking out the logs and in distributing the finished lumber. Some authorities believe it will entirely supplant the horse in this field. Others say it has already revolutionized the industry.

A Big Logging Camp's Experience With Ship by Truck

The Barker Logging Company's camp at Bellingham, Washington, has been using trucks successfully and profitably for over sixteen months.

In one day 65,000 feet were handled from the loading point to the dump, a mile and a half away, with three 5-ton trucks. The timber that this concern is taking out is fir logs running from three to six feet or more in diameter. While the Barker Company originally installed trucks because of the difficulty of getting steel rails, it is now their belief that the truck is as cheap as the railroad as far as operating costs are concerned, and the initial cost of the railroad would have been much greater.

Ship by Truck for Mill and Yards

At the sawmills of the Northwest, trucks ranging from 1 ton to 3½ tons are being extensively used. In the yards the small truck has shown that it can do the work of several horses. Data on deliveries, based on a number of instances, shows that a truck has the capacity of not less than two teams and saves the wages of one man.

A Michigan lumber company has kept close records of trucking costs. A 3½-ton four-wheel drive truck is used with a 6-ton semi-trailer. In moving logs from the rural district to the plant—12½ miles—56,484 feet were handled in 22 days, or an average of over 2,500 a day.

The average total cost was $11.91 a day, or it cost $4.25 to move each 1,000 feet a distance of 12½ miles. By any other power it would have cost $12 per 1,000 feet.

An Oklahoma retail concern reports that with three 2-ton trucks and one smaller size, they handle a business that would require twenty teams.

Taking into consideration the investment of trucks and the investment of teams and wagons, they state that they have cut their drayage costs more than 40 per cent.

The Importance of the Trailer

The value of the trailer as an adjunct to the truck in lumbering should be clearly understood. At little additional expense a trailer or semi-trailer, by greatly increasing the capacity of a load, will cut down expense considerably.

Where timber to be hauled is of great length the trailer is a necessity. A Pennsylvania company uses a 5-ton truck and a 2-wheel trailer for mine props which run from 30 to 55 feet in length. These loads average between eight and twelve tons and are brought over mountains with grades as high as 7 per cent.

Ship by Truck responds to the demands of an era of reconstruction. It links new productive areas of timber, which the railroads have not reached, to the markets of trade.

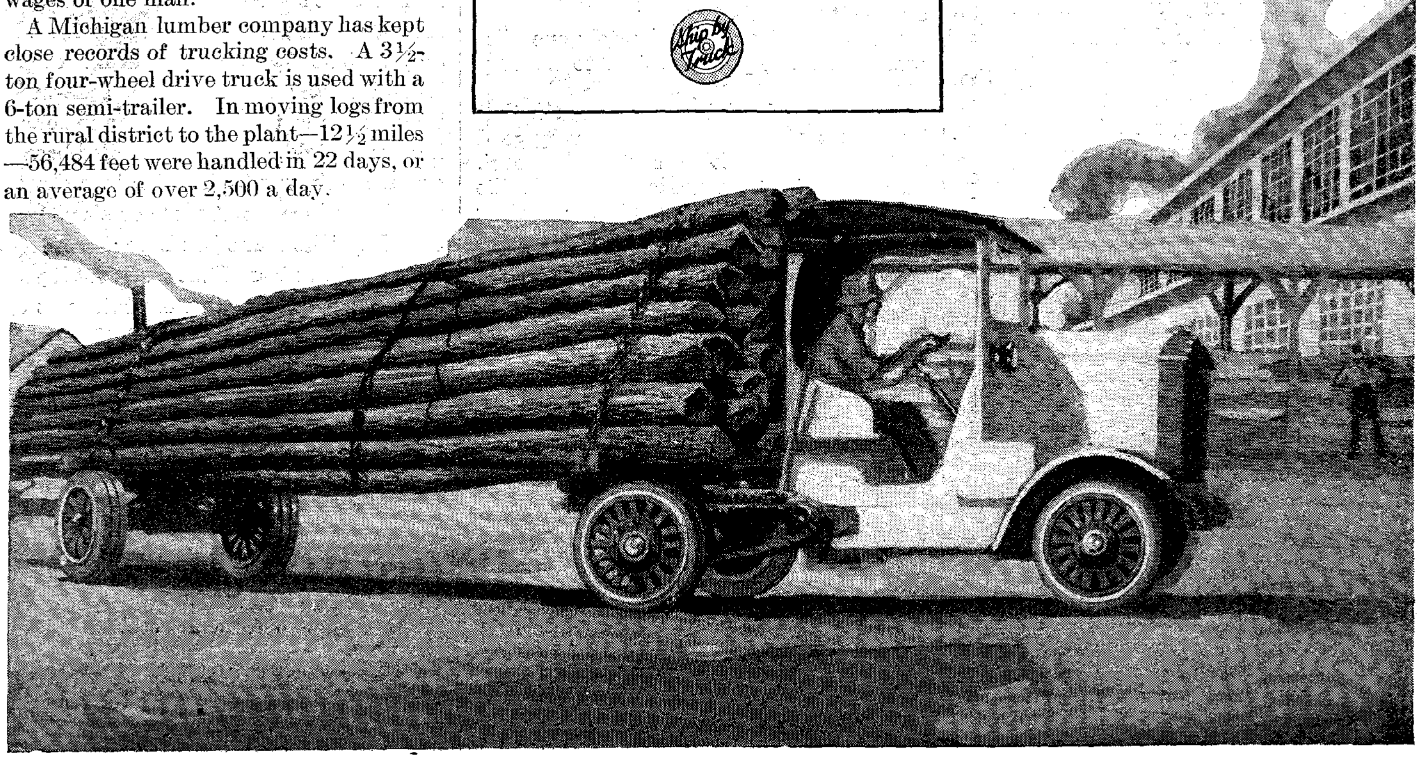
It offers unprecedented opportunities to the lumberman to put his haulage on an efficient basis, to speed up production and to expand his business.

Ship by Truck.

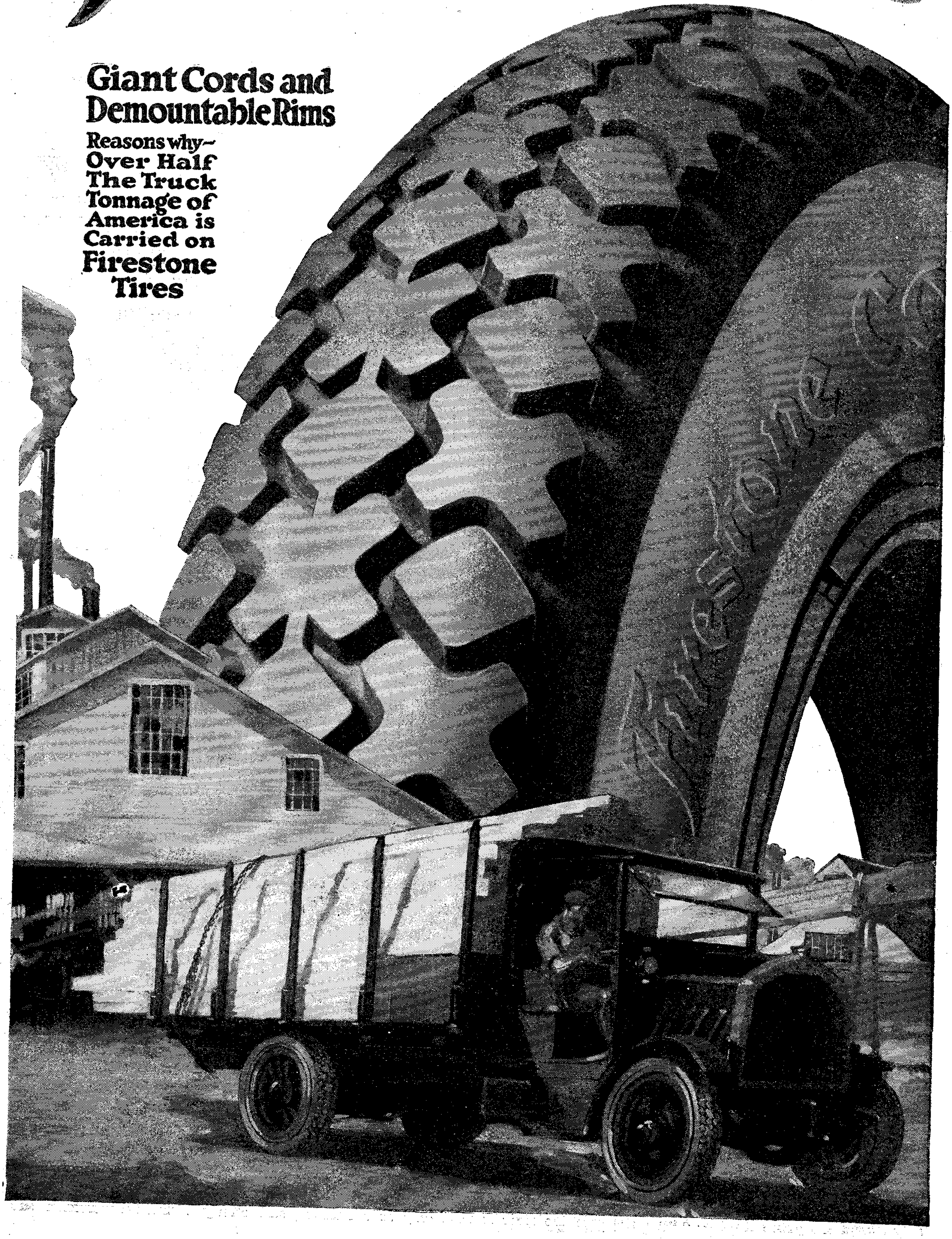
Firestone Ship by Truck Bureaus are now in operation in the following cities:

Akron, Ohio
Albany, N. Y.
Atlanta, Ga.
Baltimore, Md.
Birmingham, Ala.
Boston, Mass.
Brooklyn, N. Y.
Buffalo, N. Y.
Charlotte, N. C.
Chicago, Ill.
Cincinnati, Ohio
Cleveland, Ohio
Columbus, Ohio
Dallas, Tex.
Davenport, Ia.
Des Moines, Ia.
Detroit, Mich.
El Paso, Tex.
Erie, Pa.
Fargo, N. D.
Grand Rapids, Mich.
Great Falls, Mont.
Harrisburg, Pa.
Hartford, Conn.
Houston, Tex.
Indianapolis, Ind.
Jacksonville, Fla.
Kansas City, Mo.
Los Angeles, Cal.
Louisville, Ky.
Memphis, Tenn.
Milwaukee, Wis.
Minneapolis, Minn.
Minot, N. D.
Nashville, Tenn.
Newark, N. J.
New Orleans, La.
New York, N. Y.
Oakland Cal.
Oklahoma City, Okla.
Omaha, Neb.
Philadelphia, Pa.
Phoenix, Ariz.
Pittsburgh, Pa.
Portland, Ore.
Providence, R. I.
Richmond, Va.
Rochester, N. Y.
Sacramento, Cal.
St. Louis, Mo.
Salt Lake City, Utah
San Antonio, Tex.
San Francisco, Cal.
Scranton, Pa.
Seattle, Wash.
Spokane, Wash.
Springfield, Mass.
Syracuse, N. Y.
Toledo, Ohio
Washington, D. C.
Wichita, Kan.
Youngstown, Ohio

Call up your Local Bureau for Names of Lines, Rates, Schedules and Other Information Regarding Truck Shipment.



Firestone



Giant Cords and Demountable Rims

Reasons why—
Over Half
The Truck
Tonnage of
America is
Carried on
Firestone
Tires

SCIENCE AND INVENTION

Continued

because this appellation should be reserved solely for beverages which contain no added injurious ingredient. The moment a substance is placed in a soft drink which is open to objection on account of its injury to health, the article ought to lose the right to be known by that appellation.

"There is another matter which ought to be mentioned in this connection, and that is the danger which may come from the drinking of ice-cold liquids in extremely hot weather, such as prevails in most parts of the United States during the summer months. The sudden chilling of the alimentary canal, or at least the upper portion of it, by the ice-cold liquid on a hot day can not be looked upon as wholly innocuous. The danger is especially great if at the same time of the consumption of the cold beverage the body is exceptionally warm from exercise as well as from the temperature of the ambient atmosphere. One of the great attractions of the soft-drink counter in summer is the coldness of its products, and they usually are swallowed at a temperature not much above the freezing-point of water. This consumption would be robbed of most of its objectionable character if the beverage could be slowly sipped instead of being swallowed almost instantly, as is often the case. The dangers to the mucous membrane from constant chilling in cases of this kind are not inconsiderable and must not be neglected.

"It would be difficult to give any typical description of the general character of the soft beverage. Nearly all of these beverages contain sugar, and this is a point against them. Sugar is not a good ingredient of the 'cooling' drink. Many of them contain carbon dioxid, aromatics, spices, and flavors. Others contain bitter principles which are supposed to be stimulants and tonics, and unfortunately many of them contain drugs which are objectionable from every point of view.

"All of these practises are properly cataloged under the head of adulterations.

"In addition to the drinks which are served at the soda-fountain, similar drinks are bottled and sold generally to the consumer. There is a vast array of ginger ales, pops, and materials of this kind, on the market. To this group may be added, also, the so-called root beers, which are sweetened water flavored with various extracts of medicinal and other herbs and sometimes slightly fermented. The same precautions in regard to the preparation of these drinks as were made in regard to soda-waters should be observed. The basic material, that is, the water, should be pure and free of infection. The flavoring materials should be natural products. The sweetening material should be sugar only, and no alkaloidal body or active medicinal agent should be employed in their manufacture.

"These preparations are sold extensively at all outdoor gatherings, and especially those of summer sports, as tennis, baseball, and golf. The strictest precautions should be used in regard to sterilizing the bottles in which they are contained and in using only high-grade flavoring materials in their preparation.

"Here lies the danger of soft drinks as a beverage. The enormous increase in their use, the comparative cheapness of their production, the danger of pollution, because of the presence of so much sweet and the stickiness of sirups, require that not only should the public itself be on guard against the pollution of drinking-cups and drinking places, but city, State, and national authorities should be vigilant and vigorous in the prosecution of offense against public health. . . . . . .

"The great danger of adulteration and misbranding of beverages is presented by Dr. Wiley:

"'The principal adulterations of lemonade, orangeade, and limeade, are made by using citric acid and sugar instead of the juices of the fruits, and adding a dash of lemon flavor or orange flavor or lime flavor, as the case may be. These flavors may be the natural oils of the fruits dissolved in alcohol or of an artificial character. The use of citric acid instead of the natural juice of the fruits is objectionable because the citric acid of the fruits is combined more or less completely with potash and other bases. Instead of adding merely an acid to the contents of the stomach, therefore, there is added a salt which upon digestion produces alkalinity instead of acidity. The natural or artificial flavors are not by any means comparable in character to the natural flavor of the fruit itself.

"'Once at a summer resort I saw a booth where orangeade was being sold. The beverage was presumably made while you waited. A few oranges were constantly rolling up an inclined plane and dropping into a machine and disappearing, and the juice was going out of a side exit. The food authorities having examined this machine, found that the oranges were doing an endless stunt. It was Sisyphus translated into a citrous fruit. They escaped destruction entirely, while the reputed juice was wholly of artificial character. The application of the term "lemonade," "orangeade," or "limeade" to any preparation of this kind is misbranding and the articles themselves are adulterated.'"

TO CLOSE CHICAGO RIVER?

ALTHO the Chicago River is a link in the proposed waterway connecting the Great Lakes with the Mississippi, its closure to navigation by substituting fixt bridges for drawbridges has been suggested by Col. W. V. Judson, Corps of Engineers, U. S. A., in charge of the Chicago district. Says *The Engineering News-Record* (New York):

"In a statement by Colonel Judson that was recently sent to public officials, it is remarked that navigation on the river by lake vessels is declining and that the cost of drawbridges, with their maintenance and operation and delays to street traffic, is enormous and increasing. With regard to harbor facilities and the present ordinance for lake-front improvement, the statement implies that the Government may be more liberal in authorizing the creation of park lands by filling along the shore if the State agrees that certain of these park lands may revert to harbor purposes on demand of the Government. Reference is made to deep waterways connecting the Great Lakes and the sea (*evidently meaning the Atlantic*), and the possibility of Chicago becoming a seaport, but no reference is made to the westward waterway by way of the Chicago River and the Drainage Canal."

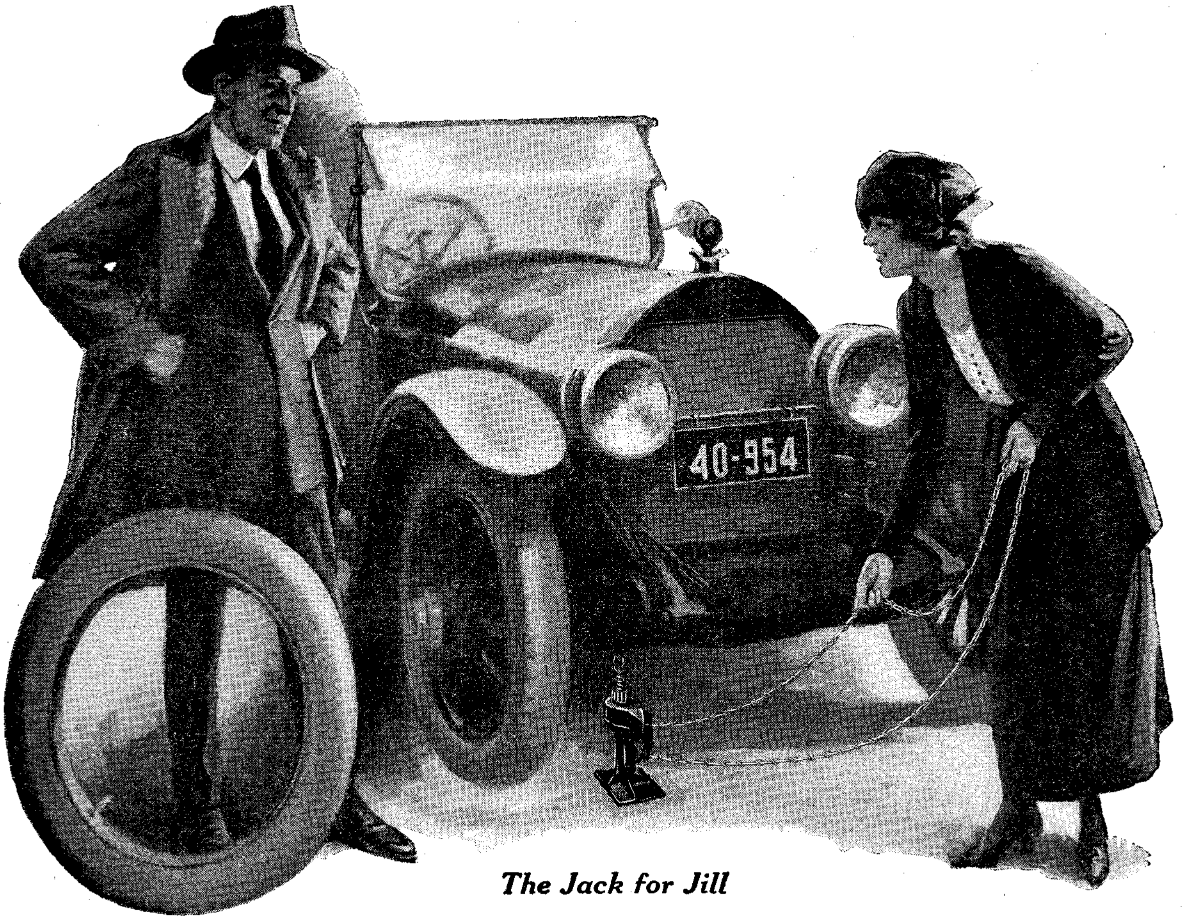
A somewhat similar idea in regard to the Milwaukee River at Milwaukee, Wis., was exprest about two years ago, but in that case the river is used only as a harbor and its possible development as a navigable waterway for through traffic was not a factor of the problem.

UNDERFED SCHOOL CHILDREN

FROM three to six millions of American children are not getting enough to eat. This striking assertion begins a recent press-bulletin of the United States Children's Bureau (Washington, August 4). These, we are told, are the children whom parents and teachers often speak of as "delicate," or "ailing," or "lazy," or just "plain ornery"; but Miss Lydia Roberts, dietitian of the Children's Bureau, says they are hungry, or, in technical phrase, "malnourished." Some of these children literally do not get enough to eat; more, perhaps, do not get enough of the right sort of food; some are unable, as a result of physical defect, properly to assimilate what they eat. We read further:

"According to Dr. Josephine Baker, more than one-fifth of the school children of New York City are undernourished. The percentage for the entire United States is even higher. Dr. Thomas Wood places it at from 15 to 25 per cent. Since this takes no count of the malnourished children under school age, in the "neglected period" between the ages of two and seven, when malnutrition usually has its beginning, from three to six million hungry American children is probably a conservative estimate. Many of these children are going hungry because their parents can not afford to buy a sufficient amount of suitable nourishing food. Thousands of American families are to-day living on an income which does not permit of an adequate diet. But poverty is not the sole cause of malnutrition. Many mothers do not know how to spend their money to get the best return in food value, or how to plan healthful, nourishing meals for their families. Many others have not sufficient control over their children to induce them to eat the right things and to take the sleep and rest necessary to development. They take pride in having a 'delicate' child. They do not realize that the undernourished boy or girl is peculiarly susceptible to disease, that 'the listless, inactive, malnourished child, who is constantly tired, who leans against the schoolhouse while his comrades play, is father to the man who is handicapped because of low vitality and a poorly developed body—is the inefficient adult, the rejected army recruit. One of the most effective ways of seeing that the starving children of America are fed, the pamphlet points out, is the malnutrition clinic or the malnutrition class, where children are gathered together for instruction in diet and health rules. Mothers are urged to come to the class, and the homes of the children are visited to engage the cooperation of the parents. Boston, Chicago, and New York are among the cities that have such classes. They report great improvement in the children attending them. The school lunch is another important factor in reducing malnutrition."

Medical supervision for all children until they are through the growing period Miss Roberts regards as the fundamental requirement in bringing America's millions of malnourished children up to normal health and strength. Such supervision should



The Jack for Jill

Weed Chain-Jack

It works so easily that it's no trick at all for even the girls and children to operate it—Simply a few easy pulls on its chain lifts or lowers the heaviest car while you stand erect. Up or down—there's no labor.

To operate a Weed Chain-Jack it is not necessary to get down in a cramped, strained position and grovel in mud, grease or dust under a car to work a "handle" that is apt to fly up with unpleasant results. ***To lift a car*** with the Weed Chain-Jack, simply give a few easy pulls on its endless chain while you stand erect—clear from springs, tire carriers and other projections. ***To lower a car*** pull the chain opposite direction.

Never gets out of order. Quickly adjusted to any required height by lifting the screw and spinning the corrugated "collar" shown in the illustration. ***Try it yourself***—you will never be satisfied with any other jack.

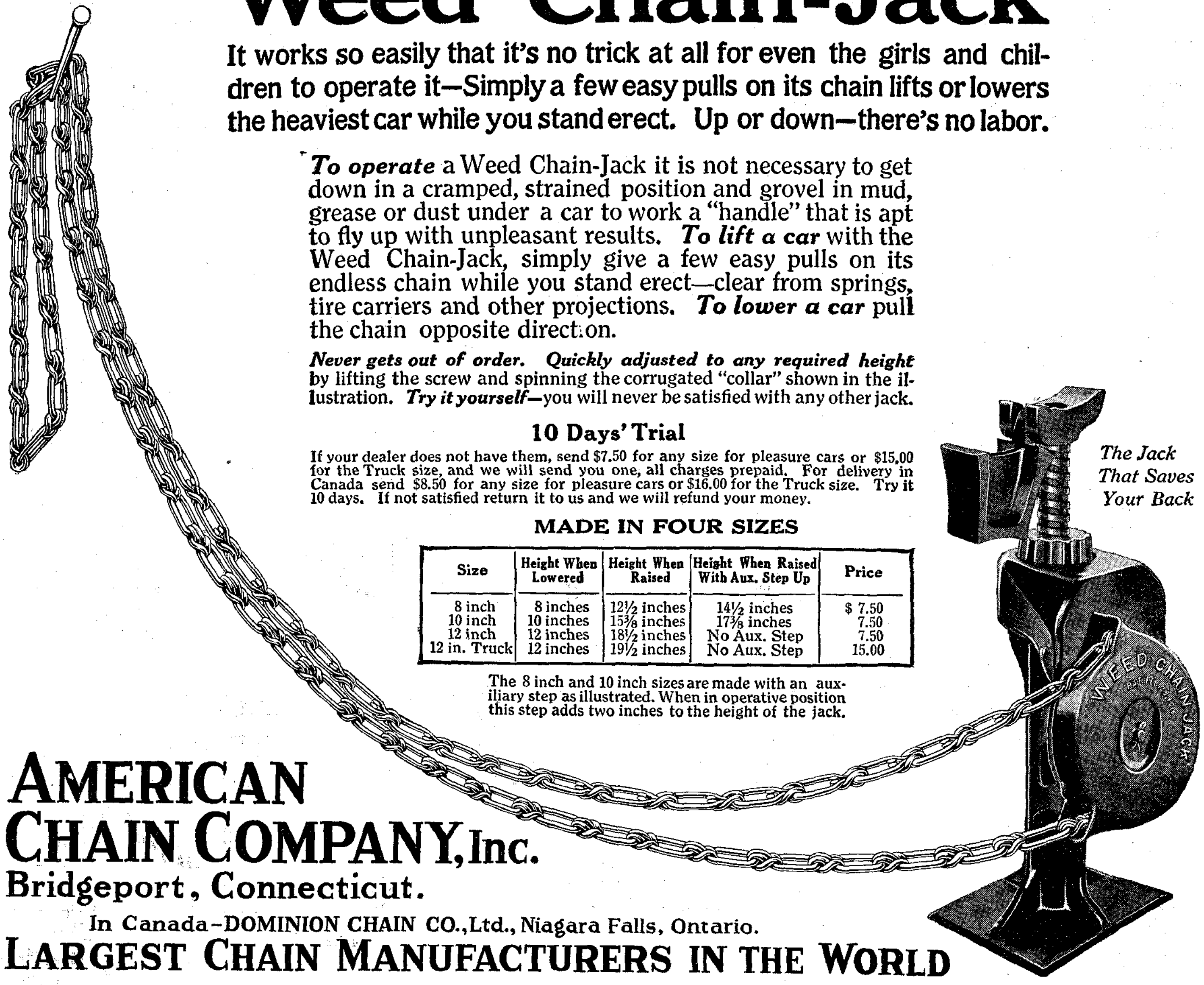
10 Days' Trial

If your dealer does not have them, send $7.50 for any size for pleasure cars or $15.00 for the Truck size, and we will send you one, all charges prepaid. For delivery in Canada send $8.50 for any size for pleasure cars or $16.00 for the Truck size. Try it 10 days. If not satisfied return it to us and we will refund your money.

MADE IN FOUR SIZES

Size	Height When Lowered	Height When Raised	Height When Raised With Aux. Step Up	Price
8 inch	8 inches	12½ inches	14½ inches	$ 7.50
10 inch	10 inches	15⅜ inches	17⅜ inches	7.50
12 inch	12 inches	18½ inches	No Aux. Step	7.50
12 in. Truck	12 inches	19½ inches	No Aux. Step	15.00

The 8 inch and 10 inch sizes are made with an auxiliary step as illustrated. When in operative position this step adds two inches to the height of the jack.



The Jack That Saves Your Back

AMERICAN CHAIN COMPANY, Inc.
Bridgeport, Connecticut.
In Canada—DOMINION CHAIN CO., Ltd., Niagara Falls, Ontario.
LARGEST CHAIN MANUFACTURERS IN THE WORLD

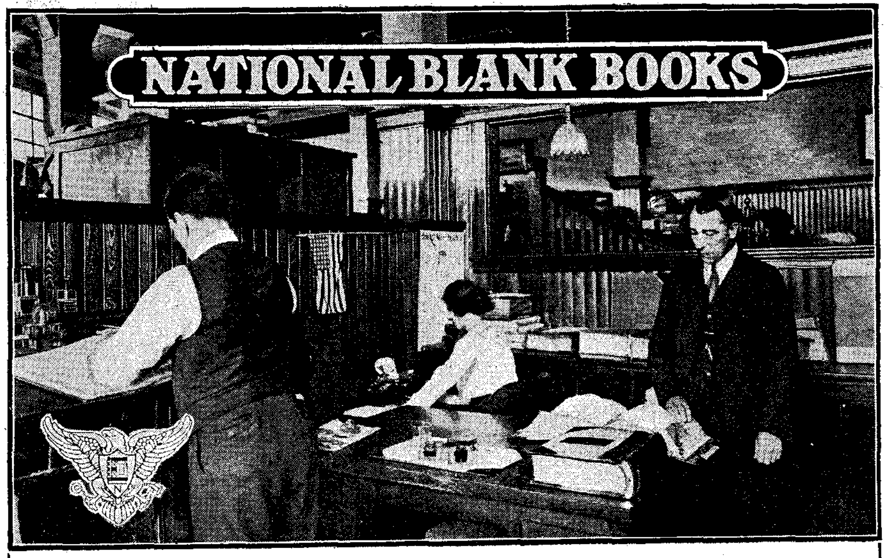
Certainly
—*food*
has a lot to
do with pep
and smiles—
and sturdy
health.

And one of
the greatest
of foods is

Grape-Nuts

—the combined goodness
of wheat and barley.
Wonderfully delicious and
nourishing.

"There's a Reason"



The Right Start in the Office

To conserve time, energy and brain power, from office to shipping room, is the urgent question continually facing every business man. A complete and accurate system of records is the logical foundation for any routine, making possible thorough and efficient co-ordination between departments. National Blank Books are your best point of departure. Offered in an unlimited range of sizes and styles, the National line contains recording equipment of the most highly specialized kinds.

Systematize your business with "Nationals." Your stationer will gladly advise you about these "Eagle Marked" books.

NATIONAL BLANK BOOK COMPANY, Holyoke, Mass.
NEW YORK CITY BERTHIERVILLE, P. Q., CANADA LONDON

mean the prompt recognition of undernourishment, the correction of defects that may contribute to it, and the instruction of the child and his elders in healthful living.

WHAT HAPPENS TO YOUR CAR-FARE?

HOW does a street-car system handle the tons of coin of various denominations, not to speak of the acres of pasteboard tickets, that are received daily from the public in return for transportation? That practically all of the work, including sorting, counting, recording, and finally disposing of the daily mass, may be done by mechanical devices is shown by the author of an article in *The Electric Railway Journal* (New York, August 2), entitled "Mechanical Aids in Handling Fares," and describing particularly the apparatus used in Detroit, Mich. The daily manual labor thus involved on large city lines is obviously an item of considerable importance, the writer says. Any equipment eliminating one or more handlings of the money or permitting it to be handled with greater speed, ease, and accuracy is valuable. He goes on:

"The fare-box is made with a cash-box or a vault which, when withdrawn from the fare-box, automatically becomes locked. Thus the money or tickets deposited by the passenger drop directly to the vault when released from the inspection plate by the conductor and never pass through the conductor's hands. The vaults, which are interchangeable, are 'pulled' from the cars by a special box receiver at the car-house at the end of the day's run. . . . Here they are stored in specially constructed truck-conveyer racks holding sixty vaults under lock and key. . . . There are approximately 1,300 to 1,400 vaults to 'pull' each day.

"Two collection crews of three men each are employed to collect the money from the twelve car-houses. Collection is done at night, the crews starting out from the down-town office at midnight with street-cars rebuilt for this purpose. They carry keys to unlock the fare-box vaults (each line using a different lock), but during the day these keys are kept under a combination lock in the accounting department. Each crew carries a sufficient number of steel money-boxes, fourteen inches square by fifteen inches deep, for the receipts from each line to be kept separate. They also carry numbered padlocks with which to secure these boxes, the keys for these being retained by the accounting department.

"One of the crew remains at all times with the car as watchman, while the other two open the vaults in the presence of the station-master and empty the contents into the money-boxes. . . . When the work is finished, each man must sign a statement that the work was done in his presence. The collection crews make the rounds of the twelve car-houses in from six and one-half to seven hours.

"The money-boxes turned over to the accounting department contain nickels, dimes, pennies, quarters, half dollars, Canadian pennies, Canadian nickels, about fifteen different classes of tickets and even a

SCIENCE AND INVENTION

Continued

few counterfeit coins. The first step is to separate the coins from the tickets, to accomplish which by hand would require the services of ten girls. For this work a special separator has been designed and built. . . . . . .

"The contents of the box pass from a hopper on to a horizontal screen with holes of sufficient size to pass a quarter or any coin of smaller size. One end of this screen, operated by belt from a five-horse-power motor, maintains a vertical shaking motion which causes the coins to drop through the screen and keeps the tickets loose and in motion. The tickets are caught by a draft coming up through the screen from a fan located at the shaking end and are blown through a chute into a wire basket. . . . The coins drop into a chute from which they pass into a box . . . equipped with wheels for convenient handling.

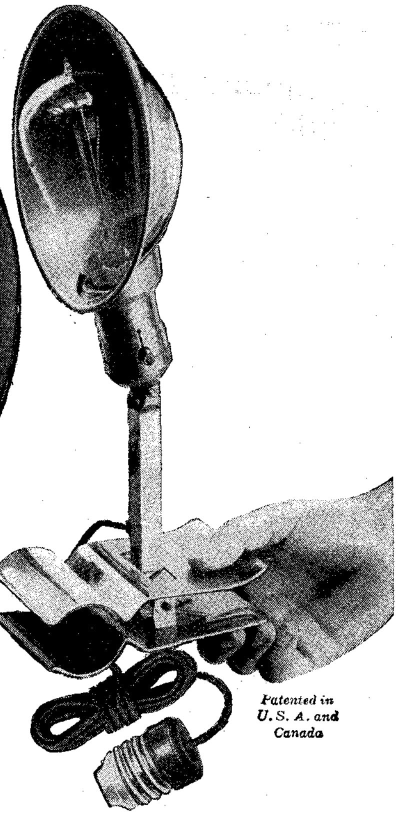
"The coin-container with its identification tag is wheeled into the separating- and counting-room, and here the money is first placed in the hopper of a Sattley sorting-machine. From the hopper the coins pass on to a series of five screen plates tilted at a slight angle from the horizontal and maintaining a horizontal shaking motion. The top plate retains only coins larger than a quarter, the second retains quarters and Canadian pennies, the third nickels, the fourth pennies, and the last dimes. Canadian dimes pass through the last plate on to a stationary plate. Owing to the shaking motion and the angle at which the plates are maintained, the coins on the various plates work toward the front of the machine and pass through chutes into separate boxes.

"The main purpose of these two sorting-machines is to eliminate all coins of larger denomination than a dime and larger size than a nickel. Such coins are put into separate boxes for counting at the end of the run in the total for the respective lines. The dimes, nickels, and pennies are emptied together on a sorting table, where three girls sort them over rapidly and pick out any counterfeit or mutilated coins or foreign pieces. The good coins drop through a series of holes at one end of the table into the rolling coin-boxes.

"The coins are now placed in the hopper of a large Sattley sorting- and counting-machine. Each of the five machines in use has a capacity for handling 40,000 coins an hour. They separate the coins as did the first machines, but in this case there is individual passage from the hopper to the three top plates, all of which retain the nickel. As before, the fourth plate retains pennies and the fifth dimes. From the shaker the coins drop into a vertical tube, at the bottom of which is a paper tube coin-wrapper open only at the top.

"These wrappers are automatically fed into position from racks at the back of the machine to a revolving disk which has provision for four wrappers. Each coin that drops into the wrapper is registered on a meter, and when a wrapper has received forty nickels, fifty dimes, or fifty pennies, as the case may be, the disk revolves a quarter of a turn, an empty wrapper takes the place of the full one, the full one is automatically crimped on the open end and a new wrapper drops into position. With the next quarter revolution the crimped wrapper drops into a box below and the same process is repeated. . . . . . .

"Each girl operating these machines fills



"It Clamps Everywhere"

A NEW, wonderful, convenient lamp that you can attach anywhere—to bed, shaving mirror, table, desk or chair.

Throws a clear mellow light, not too glaring—exactly where you need it most. It does not strain the eye. It cuts the lighting cost.

Gripping clamp is felt-faced and cannot scratch. Compact and durable—made of solid brass—guaranteed for five years.

S. W. FARBER, 141-151 SO. FIFTH STREET, BROOKLYN, N. Y.

Patented in U. S. A. and Canada

Adjusto-Lite

A FARBERWARE PRODUCT

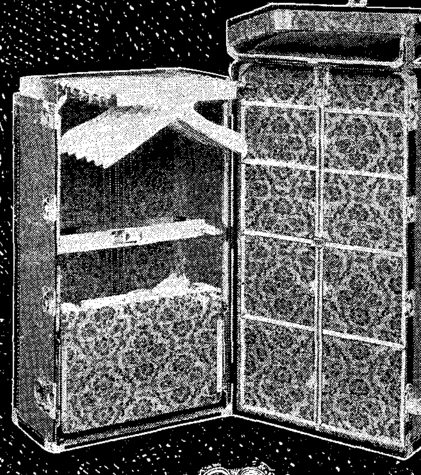
TRADE MARK

Ask at the store where you usually trade for Adjusto-Lite. If they don't carry it order direct.

Prices in U. S. A., complete with 8 foot silk cord, plug and socket. Brush Brass finish, $5, Statuary Bronze or Nickel finish. $5.35.

HARTMANN

TRADE-MARK

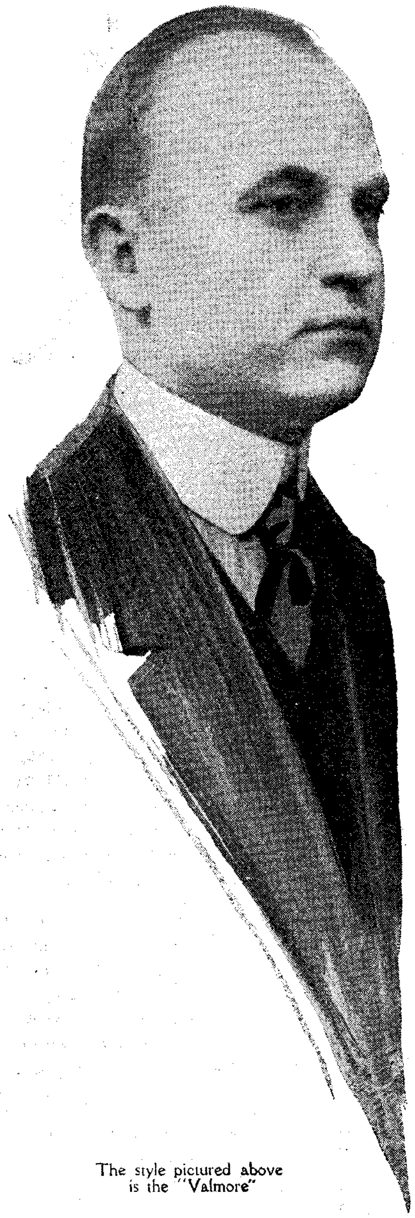


IF a roomier, stronger, more convenient wardrobe trunk than the Hartmann could be made, Hartmann would be the first to make it. Write today for the Hartmann Trunk catalog and the name and address of the nearest Hartmann dealer

Be sure the Hartmann Red ✕ is on the trunk you buy

HARTMANN TRUNK COMPANY, Racine, Wis.

DU PONT AMERICAN INDUSTRIES



The style pictured above is the "Valmore"

Correctly Collared

Good taste is just common sense. Here we illustrate a recent style collar which is properly a favorite with the alert type of American business men—the banker, broker, travelling salesman and office executive. Like all

CHALLENGE *CLEANABLE* COLLARS

its first cost (35c) is a trifle higher than that of the ordinary collar, but the difference is many times offset by the elimination of laundering. The collar is easily cleaned with soap and water, its fine cloth basis being stiffened with washable Py-ra-lin instead of starch. Appearance identical with the best of ordinary non-cleanable collars; average life, sixty days, saving $15 to $20 yearly.

The Arlington Works

Owned and Operated by

E. I. du Pont de Nemours & Co.
Wilmington, Delaware

The Arlington Company of Canada, Ltd., Toronto, Canada
Branches: Montreal, Winnipeg

DU PONT

out a form recording the number of coins of each denomination counted for each line. At the end of the day she totals this report, indicating the money value of each denomination counted for the day and the total cash counted. This cash report goes to the cashier's department.

"The boxes of wrapt coins are taken from the counting- and wrapping-machines to the sacking table, where the rolls are placed vertically in boxes of the proper size to hold fifty rolls of dimes, nickels, or pennies. These boxes are emptied into canvas sacks which are tied up, tagged, and sealed. A white tag is placed on a sack of dimes, a white tag of different shape on the nickels, a blue tag on the pennies, and a red tag on the odd money at the end of the day. In any case the sacker places her initials upon the tag to signify that the amount is correct, as it would be obvious to her if a roll was missing, if a roll of the wrong coins was included, or if any of the rolls were not properly filled.

"The number of nickels is greatly in the majority, and as a double check on the sacks of nickels these are weighed. The weighing is done by the man who lifts the coin-boxes around and does other heavy work, and should the weight be incorrect the seal is broken, and the contents examined, or, if necessary, counted. Otherwise the tag is stamped with date and again initialed as O. K."

What is the ultimate fate of this mass of coin? The sacks, we are told, are placed in a large rolling box which holds approximately eighty-four. When the box is full, the cover is locked, and the box taken to the cashier's department. The only sack opened by this department is one labeled with a red tag, indicating that it contains the odd money ending the day's run. Some of the sacks are sent to the car-houses for change, and others are sold to the banks who, without opening them, resell them to customers. So much for the coins. What becomes of the tickets? We read:

"The tickets were last left in the wire basket at the separating machine. Those for each line are then emptied into an individual box. There are fifteen different classes of tickets, each made distinctive by a different color or a special marking. The boxes are emptied one at a time on a sorting-table, where several girls separate the tickets into the various classes. The coin-counting machine operators generally complete their run about the middle of the afternoon, and for the remainder of the day they assist in the ticket sorting.

"Some classes of tickets, such as the workingmen's ticket, the reduced-rate tickets, etc., are used more extensively than others. Ten of the fifteen different classes fall in this group, and each of these classes for each line is weighed on a sensitive scale. The weight in pounds and ounces gives a very accurate record of the number of tickets, and this is recorded. The other five classes are each wrapt separately for each line and are counted on the tickometer. There are two of these machines in use.

"The tickets are placed in the feeder of the magazine, and by the turning of a crank are conveyed by small rubber wheels from the feeder to the rim of the revolving disk top of the machine. Each ticket is counted on a meter, and on the disk is held in a clip. The rim has a capacity for 200 tickets. When it is filled or when all tickets for one class on one line have been counted, the tickets are dropt into a container below by pressing down a lever with the left hand. This lever operates a brass strip above the tickets which pulls them from the clips. An efficient operator can count approximately 15,000 tickets an hour with this machine. All tickets, after being either counted or weighed, are placed in a steel case and the cover is locked in position.

"A machine of a similar principle to the tickometer is used to count the transfers, which come to the department with the conductor's trip sheets. This machine is, however, operated by electricity and will count 60,000 transfers an hour. The transfers are placed in the feeding device with one hand, and a lever operated with the other sets the rubber wheels in motion. The machine has a recording dial for both the individual run and for the day's total operation. The operation of a small lever between successive runs sets the run meter back to zero. The transfers pass into a large box below the table.

"Each night the tickets, canceled transfers, and unused transfer pads are emptied into a chute and pass down five floors to the basement and into the hopper of a swing-hammer pulverizer. Here the material is beaten into pulp. . . . The average amount of pulp resulting from a day's run of tickets and transfers is from 1,200 to 1,600 pounds, and it is sold for an amount which more than pays for the disposal of the waste material."

HEATING A BUILDING WITH WASTE AIR

THAT warm air generally allowed to go to waste may be profitably used in heating a large building is clearly shown by tests made at the State Hospital in Chicago, Ill., as described by the supervising engineer, F. J. Postel, in *The Heating and Ventilating Magazine* (Chicago, June). The air used in the test was that from the tunnel through which the steam-pipes passed from the central heating-plant. Where a group of buildings is supplied with steam and hot water from a central plant, Mr. Postel reminds us, the usual method is to carry the pipes in service tunnels. Even tho the piping is properly covered the temperature of such tunnels is more frequently over than under 100° Fahr., especially as the size and number of steam pipes increase. He goes on:

"The tunnels are generally near the surface; in fact, the concrete tunnel roof frequently serves as a sidewalk between the buildings. Under these conditions, it naturally follows that the heat lost by transmission through the walls, and especially through the roof of the tunnel, is considerable. The best visual evidence of this is the melted snow outlining the location of a tunnel system, even in very cold weather.

"With a view of determining the feasibility of utilizing some of the waste heat of a tunnel system in heating and ventilating buildings, the following experiment was made:

"At the Chicago State Hospital there is quite an elaborate system of tunnels connecting the various buildings on the

Cook your breakfast on the table

WITH an Armstrong Electric Table Stove you can cook *three* things for your breakfast right on the table. You can boil or fry on top of the heating units, toast between them, and grill below. Stove uses little electric current—about as much as the ordinary electric toaster—but cooks *three* things with the same heat.

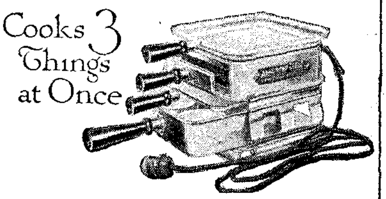
Every Armstrong Table Stove comes equipped with aluminum cooking utensils—including a deep boiling pan, a set of four egg cups, a shallow pan for frying and grilling. The handles are heavy ebony finish, securely attached, guaranteed not to break off or pull out.

A great special feature of this stove is its tilting plug. To connect or disconnect the stove you simply tilt the plug either up or down and it slips on or off. It never sticks. You need only one hand to control the heat.

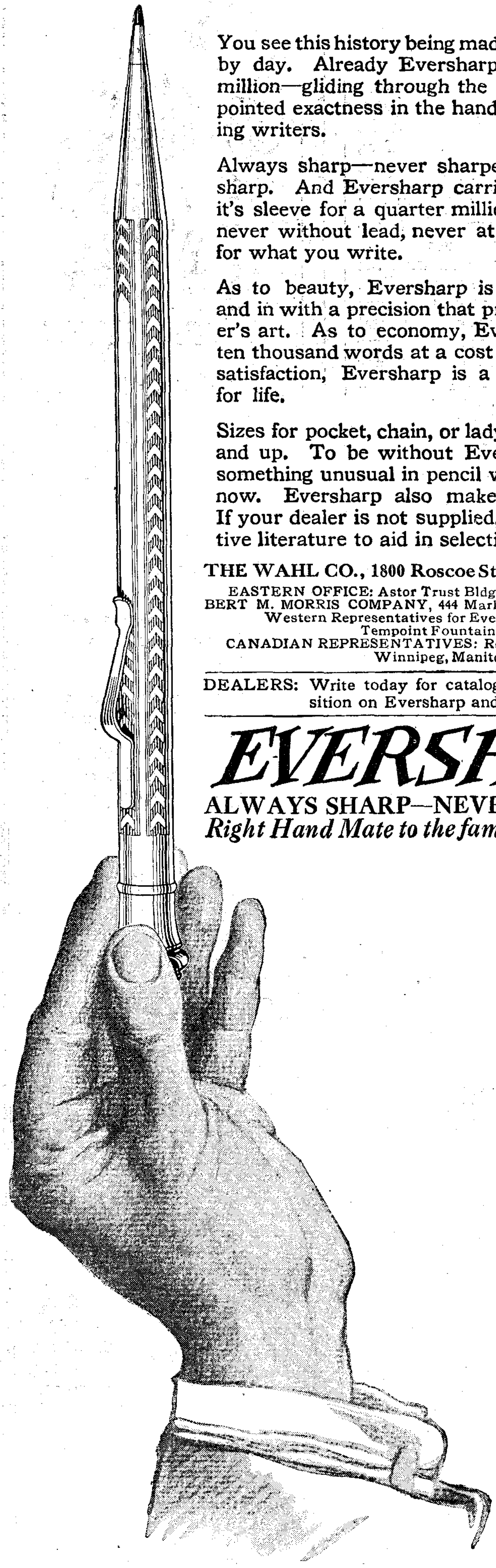
Cook your breakfast on the table. Serve things piping hot. Save traveling back and forth to the kitchen.

The Armstrong Table Stove makes an electrically cooked breakfast economical. It is sold by good electrical specialty and hardware dealers everywhere. Write us for descriptive leaflet.

The Standard Stamping Company
Huntington, W. Va.



ARMSTRONG TABLE STOVE



It Made Pencil History

You see this history being made everywhere, day by day. Already Eversharp is in use by the million—gliding through the day's work with a pointed exactness in the hands of really discerning writers.

Always sharp—never sharpened—that's Eversharp. And Eversharp carries enough lead up it's sleeve for a quarter million words. You're never without lead, never at a loss for a point for what you write.

As to beauty, Eversharp is fashioned outside and in with a precision that proclaims the jeweler's art. As to economy, Eversharp will write ten thousand words at a cost of one cent! As to satisfaction, Eversharp is a right-hand friend for life.

Sizes for pocket, chain, or lady's bag. Prices, $1 and up. To be without Eversharp is to miss something unusual in pencil writing. Get yours now. Eversharp also makes a splendid gift. If your dealer is not supplied, write for descriptive literature to aid in selection direct.

THE WAHL CO., 1800 Roscoe St., Chicago, Ill., U.S.A.
EASTERN OFFICE: Astor Trust Bldg., 501 5th Ave., New York
BERT M. MORRIS COMPANY, 444 Market St., San Francisco, Cal
Western Representatives for Eversharp Pencils and Tempoint Fountain Pens
CANADIAN REPRESENTATIVES: Rowland & Campbell, Ltd.
Winnipeg, Manitoba

DEALERS: Write today for catalog and interesting proposition on Eversharp and Tempoint

EVERSHARP
ALWAYS SHARP—NEVER SHARPENED
Right Hand Mate to the famous Tempoint Pen

Eversharp Leads made for Eversharp Pencils, have a firmness, fineness and smoothness all their own. Many months' supply for 25c—1c for ten thousand *words. Look for the* Eversharp label on box. At Eversharp dealers' everywhere.

√√ The symbol of perfect writing—the mark of Eversharp and Tempoint.

SCIENCE AND INVENTION
Continued

grounds. The south end of this tunnel system is new and at present contains only a high-pressure steam line and a heating return line, the other service piping not having been installed as yet. The temperature in this new tunnel is, therefore, considerably lower than that in the remainder of the tunnel system and is undoubtedly lower than the average temperature usually found in tunnel systems. However, due to the fact that one of the newer buildings served by this tunnel had a blast system already installed and that it was a comparatively simple matter to arrange the fan to draw its air supply from the tunnel instead of from outdoors, we selected this building for the test. . . . . . .

"The building is designed to house about one hundred patients. There are a large dormitory and a day-room on the first floor and two dormitories on the second floor. The solarium at the south end of the building and the toilet rooms, attendants' rooms, and the single rooms in the center of the building are heated by direct radiation, while the day-rooms and dormitories are equipped with a blast system, in addition to direct radiation. The blast system has not been used for several years, the day-rooms and dormitories being heated entirely by direct radiation and ventilated by open windows. In the test the direct radiation of the day-rooms and dormitories was shut off entirely and the rooms heated by the blast system alone. The air was discharged into the room just as it was drawn from the tunnels, without reheating.

"As the object of this test was primarily to determine how hot the rooms would get under certain outside temperture conditions and with a certain drop in tunnel temperature, no attempt was made to regulate the temperatures. . . . .

"All the air used in the test was heated from the outdoor temperature by passing into the tunnel at the skylight and through the tunnel to the building, absorbing heat from the tunnel walls and pipe and from the exposed tank and piping in the basement of the building. . . . . . .

"The introduction of tunnel air into the rooms resulted in a material increase in humidity. This may be accounted for by the moisture absorbed by the air in passing over the damp tunnel walls and by the steam escaping from expansion joints in the steam line, which probably were not absolutely tight. . . . . . .

"The tests show that the air conditions were quite satisfactory, especially considering the condition of the tunnel and the rather crude method of getting the air from the tunnel to the fan inlet. . . . . .

"The test proved conclusively:

"1. That it is entirely practical to heat and ventilate buildings with waste heat from a tunnel system.

"2. That with even a small amount of hot piping in a tunnel system insulated in the usual way, there is still sufficient waste heat to make its utilization well worth while.

"3. That if the tunnels are kept reasonably clean, the air conditions in the rooms may be maintained at a high standard of purity.

"It follows that as the temperature of the tunnels is decreased by this method, the heat loss through the tunnel walls and roof is decreased proportionately, and to this extent it represents a direct saving.

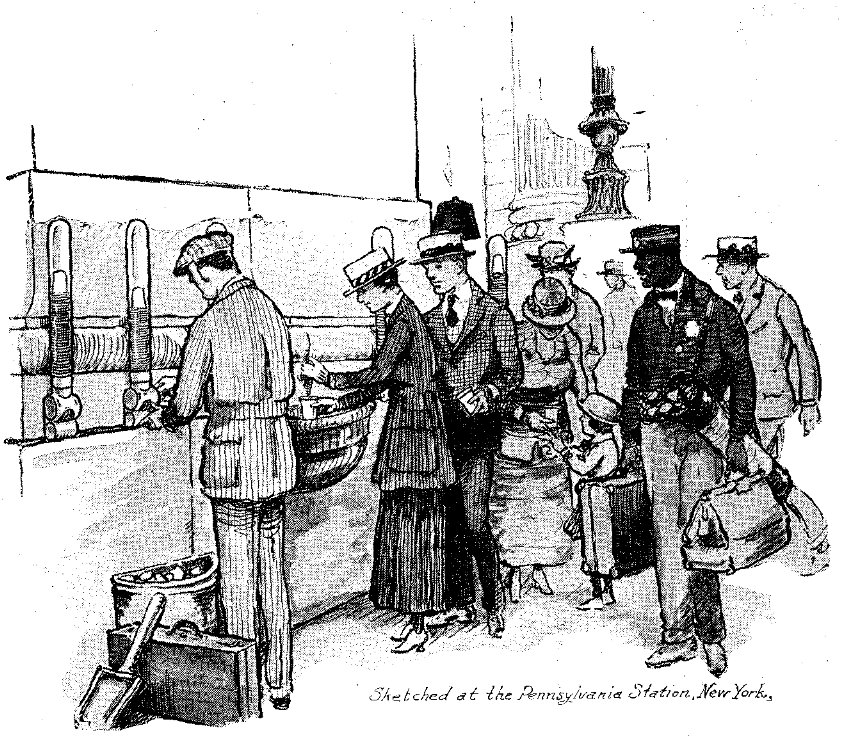
"Carrying this plan to its logical conclusion, it would appear that the limit to which we may safely go is reached only when the temperature of the tunnel gets down near the freezing-point. . . . The heat transmission through tunnel walls and roof is a direct measure of the heat wasted and this becomes a minor waste if the tunnel temperature is, let us say, 40° Fahr.

"What this saving may amount to in the larger institutions is shown by the fact that, based on the results of the above test, plans are now being made to heat four buildings similar to the one used for this test at the Chicago State Hospital."

THE PASSING OF THE ELEPHANT

THE last elephant in Zululand was recently killed. The elephants of southern Rhodesia have been exterminated. In the eastern Transvaal, near Portuguese territory, a few survivors of a small troop occasionally are seen, but they are being attacked from both sides and are on the verge of extinction. It is possible that there may be a few left in the Knysna Forest, Cape Colony, but the game-warden is doubtful. And now a special correspondent of the London *Times* writes that the Provincial Council of the Cape of Good Hope has passed a decree authorizing the destruction of the herd of elephants in the Addo Bush Forest Reserve. Says a writer in *Science* (New York, August 15):

"The Addo Bush, near Port Elizabeth, until recently was a waterless scrub of little value. In its center an area of approximately 6,000 acres has long been a reserve for the elephants. The land is not fenced off, and farms, at first of small value, but now being developed by irrigation works from Sunday's River, surround it. The herd numbers between 100 and 200 individuals, the only surviving examples of a distinct variety, characterized by a strongly arched forehead, enormous ears, roughly square outline, short forelegs and a very hairy body. The proposed action is not a case of wanton destruction. The Provincial Council has given long consideration to the matter, and has passed the decree only after careful investigation by a special committee whose members were fully alive to the zoological calamity that their recommendation involved. The elephants sally out of their reserve in quest of food and water. They break down fences, stampede cattle, destroy crops, and frighten human beings. They assume that the irrigation canals are intended for their benefit, and in taking their baths they destroy the banks and dams. The committee reported that the elephants could be confined only by the erection of a fence thirteen miles in length, and a structure sufficiently strong to contain elephants would have cost at least $100,000. It would have been necessary to provide a water supply, and it is more than doubtful if the area enclosed would have provided natural food in sufficient quantities."



Sketched at the Pennsylvania Station, New York.

When you travel

On one hundred and sixty railroads

YOU will find Dixie cups there for your convenience and protection. Drop a penny in the slot, and presto! Out comes a Dixie—untouched by hands till you take it.

Gone is the rusty dipper that hung at the water cooler, its brim brightened by countless lips. Banished by law and public sentiment!

Just watch the crowd round the Dixie Venders in a great railroad terminal one of these hot summer days, and you will see that they outdraw the ticket windows two to one. Such is the popularity of

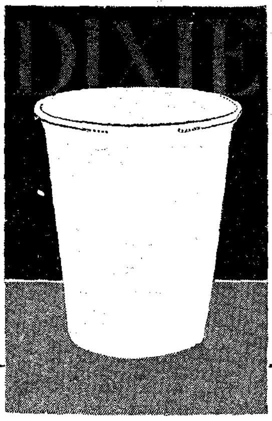
DIXIE cups

Round as a glass but white as snow, the very freshness of Dixies invites you to drink.

In public places like railroads, hotels and movies, Dixies are sold; but in thousands of business offices, theatres and soda fountains the management furnishes them without charge for the enjoyment and safety of employees and patrons. Their cost is trifling.

There is a place for Dixies in *your* business and the coupon below is for your convenience.

INDIVIDUAL DRINKING CUP COMPANY INC.
Original Makers of the Paper Cup
220-228 West 19th Street
New York



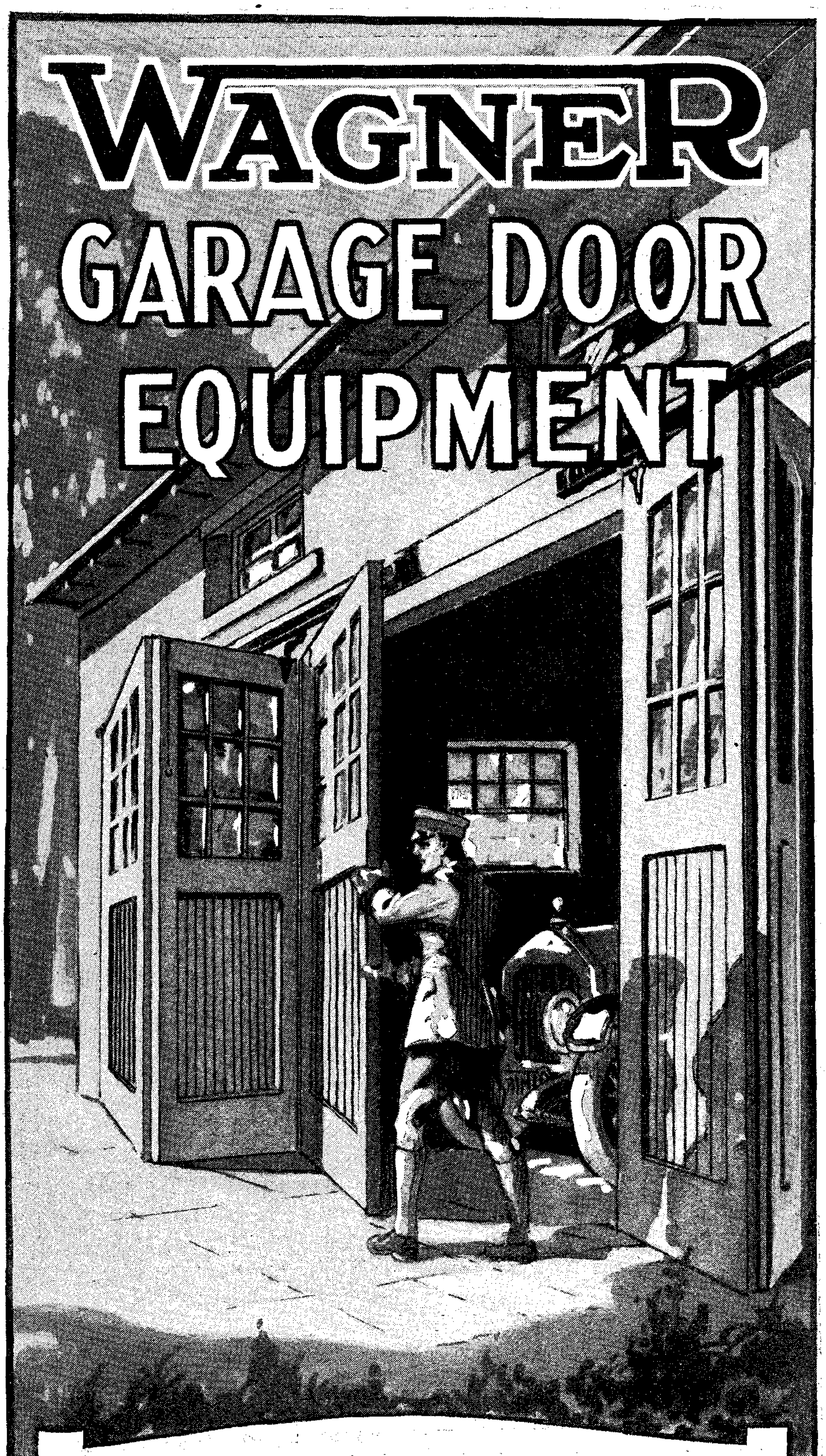
INDIVIDUAL DRINKING CUP COMPANY INC. New York.

Gentlemen:—I should like information regarding Dixie service for..................

....
(Nature of Business) (Number of Employees)

Name..

Address..



For private and public garages—and for factory and warehouse doors,

WAGNER
Cloztite Door Hanger

possesses unusual merit. It has characteristic Wagner quality, strength and quiet, smooth action. It is conceded to be superior to any other type of hanger ever designed for folding sliding doors. Architects, building owners and contractors, will appreciate Wagner products and Wagner service.

Send for Catalog H-19 which shows the Cloztite and other dependable door hangers for every need.

WAGNER MFG. CO., Cedar Falls, Iowa, U. S. A.
Manufacturers of Overhead Carrier Systems, Door Hangers and Tracks and Elevator Door Equipment
52

ZINC AS A FOOD

HOW much zinc do you eat? Probably you have been ignorant that you eat any at all, and yet you consume it whenever you drink a glass of milk; the quantity is minute, surely, but we have learned to respect the potency of minute quantities of elements that may be quite necessary to our vital functions, altho vanishingly small. It was iodin, says an editorial writer in *The Journal of the American Medical Association* (Chicago, August 9), which first taught us this respect, a quarter of a century ago. It is an absolutely necessary constituent of the thyroid gland, and without the iodin-bearing thyroxin of this organ, normal life is impossible. This experience with iodin, the writer goes on to say, has paved the way for a more respectful attitude toward suggestions of the possible physiologic rôle of other elements. We read:

"The occasional statements that certain metals, like copper and arsenic, are to be found regularly in the tissues were usually regarded as due to experimental errors of analysis or to accidental contamination. The tendency of the body at times to store metals, such as those mentioned, in the liver has become familiar from medicolegal observations made by toxicologists.

"The report by Mendel and Bradley, of Yale University, that certain marine mollusks found in Long Island Sound regularly contained zinc directed attention to new possibilities with respect to that element. Copper had long been known as a constituent of some of these lower forms, being a part of the protein compound responsible for the 'blue blood' which many of them may exhibit. Ocean-water is known to contain small traces of the less common elements, such as arsenic, copper, lead, and zinc. The most conclusive indication that zinc is a normal constituent of some of the marine forms rather than a chance contamination due to the presence of foreign elements in their environment has been furnished by Phillips. He found zinc in specimens collected at the Tortugas Islands, far removed from any possible contamination of the sea-water.

"The experts of the Bureau of Chemistry in the United States Department of Agriculture now report that zinc is present universally in oysters—at least in those grown in Atlantic waters. It is probably always associated with copper. . . . The blue coloration serves as a reliable indicator of the presence of large amounts of such metals. Hiltner and Wichmann remind us that the oysters from certain localities have gained unfavorable notoriety because of the amounts of copper they contain, frequently excessive enough to impart to them a strong turquoise-blue color and a metallic flavor, and to yield a decided copper coating to bright iron when boiled with it in dilute acid. They add that it would seem that oysters are capable of taking up amounts of these metals beyond their immediate physiologic needs.

"It seems justifiable, in the light of the

REES DOUBLE WORM GEAR DRIVE JACK for Trucks

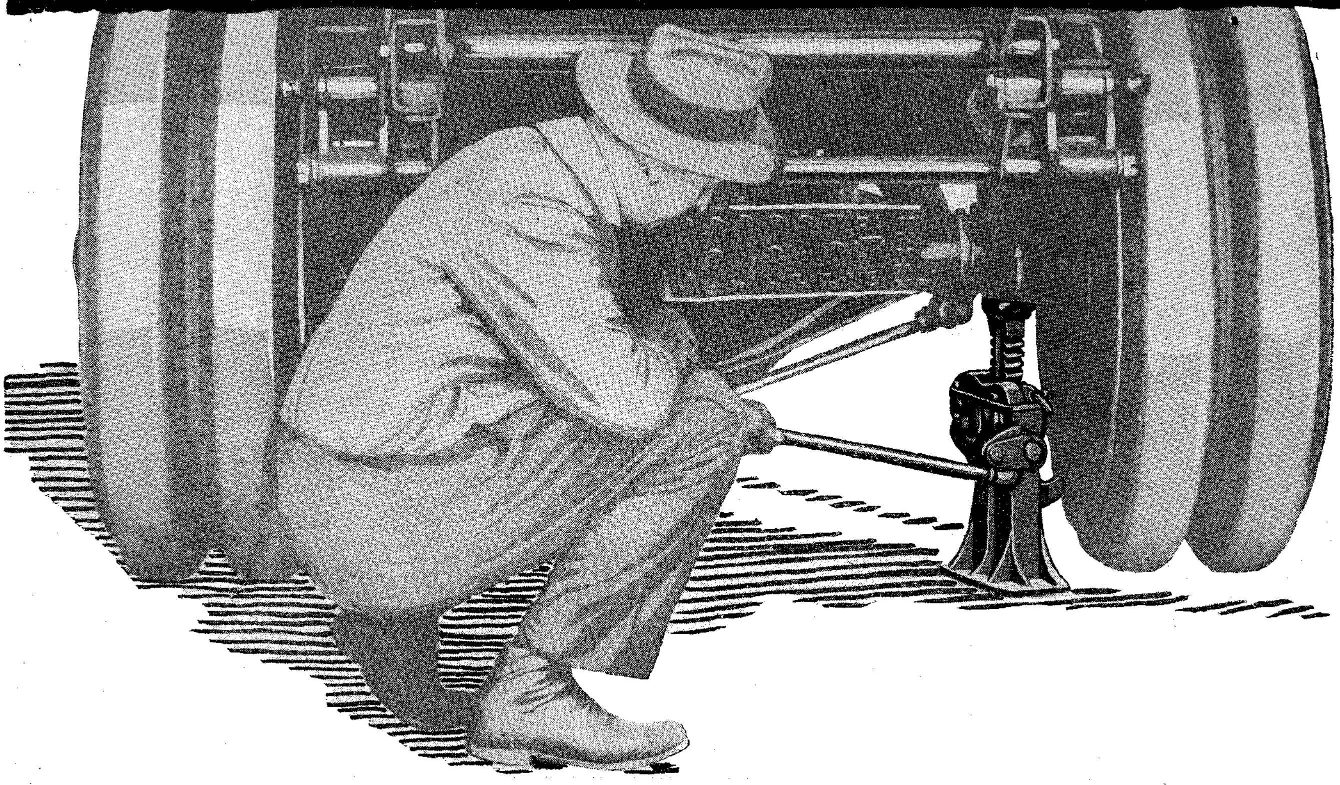
GREAT power and dependability are combined with convenience, speed and ease of operation in each of the Rees Double Worm Gear Drive Jack truck models. Following their extensive use on government motor trucks, tractors, and tanks, they were placed on the general market, and already have been adopted as standard equipment by several of the foremost truck manufacturers as well as by prominent operators of large fleets of trucks.

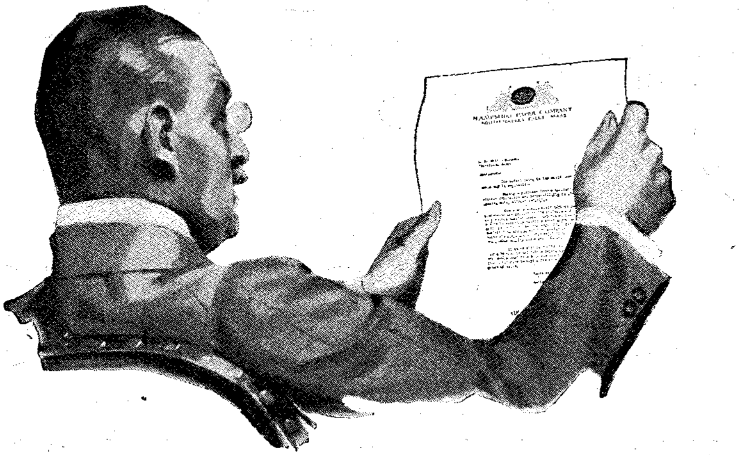
By exhaustive comparative tests, Rees Jacks have been proven to exert the maximum lifting power with a minimum of effort applied. Their remarkable efficiency is due to the *double worm gear drive* embodied here for the first time in any jack. Thus end thrust and side strain are entirely eliminated and friction is reduced to a minimum. Our high standard of materials and workmanship insures the utmost dependability in Rees Jacks.

Rees Jacks are conservatively rated. They do their full work easily with one man operating them. They have a reasonable overload capacity with an ample factor of safety to meet any emergency. There are several truck models of various capacities for different sized trucks. Write for prices and complete information.

IRON CITY PRODUCTS COMPANY
DEPARTMENT 16
7501 Thomas Boulevard, Pittsburgh, Pa.

THE Passenger car model Rees Jack, 2-ton capacity has a long folding handle that assists in placing the jack under the car and enables you to operate it without getting down in the dirt. It goes readily into any tool box. If your dealer does not have it in stock we will send it prepaid by parcel post upon receipt of check, money order, or draft, for $9.00. Price West of Rockies $9.50.





"Ah!—That's the Paper I Want."

The "crackle" and "feel" of Old Hampshire Bond are unmistakable.

The clean, crisp, snowy sheets lend an added influence to your business messages that is worth far more to you—yes, in actual dollars—than the few cents per pound you save by using a paper not so good as Old Hampshire Bond.

Think of the men to whom you wrote yesterday.

Aren't they men you want to impress with your good taste and your sound business judgment?

That is the *vital* reason why you should use Old Hampshire Bond.

Your printer will show you specimen letterheads, or we will send you, on request, the Hampshire Book of Samples.

Ask for a copy of "Why Your Form Letters Do Not Pay"—a valuable book on the subject of business correspondence.

Old Hampshire Stationery is made for the use of men and women who know and appreciate fine paper for personal correspondence.

Old Hampshire Bond

Hampshire Paper Company,
South Hadley Falls, Mass.

SCIENCE AND INVENTION

Continued

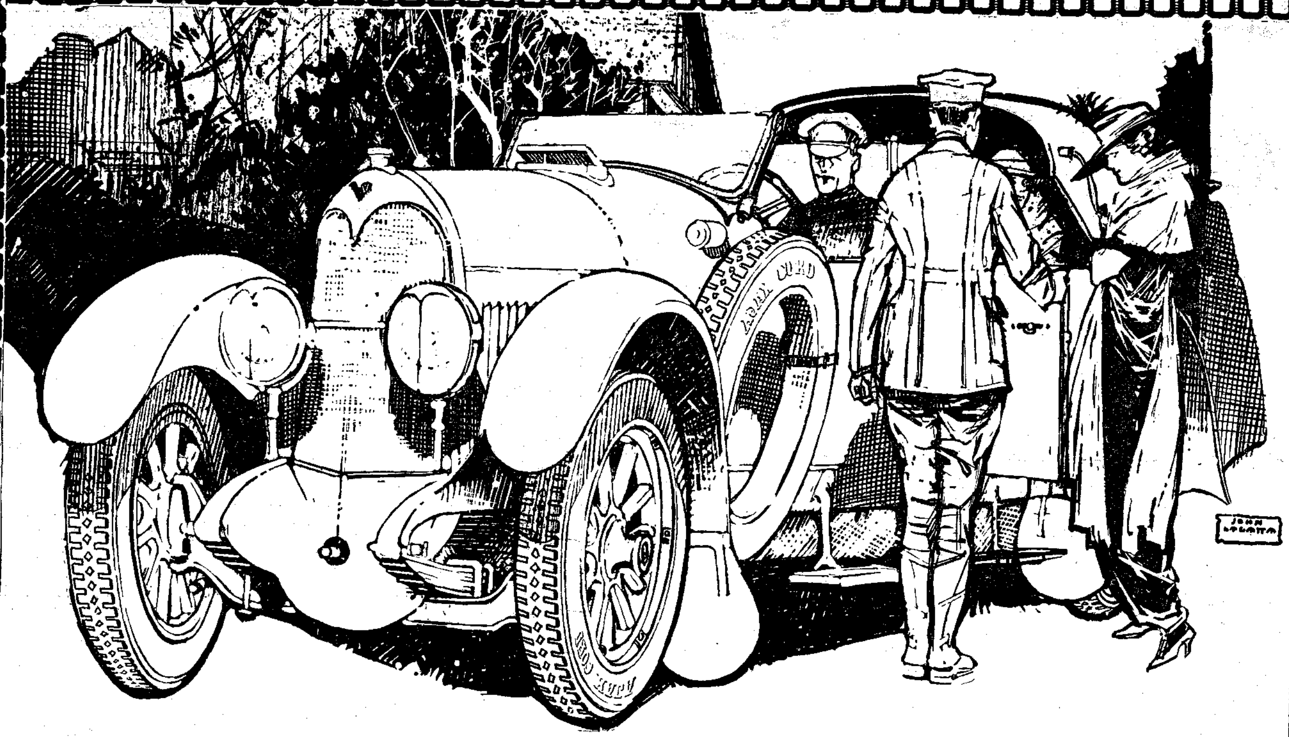
latest analyses by Birckner at the Bureau of Chemistry, to regard zinc as a normal, or at any rate common, constituent of many foods. Unexpected tho the information may be, ordinary market milk averages about 4.2 milligrams of metallic zinc per kilogram. The zinc content of milk from individual cows varies somewhat in different animals. It is highest during the early part of the lactation period. Birckner reports that a given volume of human milk evidently contains considerably more zinc than an equal volume of cow's milk. . . . These findings are of special interest in view of the fact that the total mineral matter of human milk is only about one-third as high as the mineral matter of cow's milk. Hen's eggs contain an average of 1 milligram of zinc per egg, the metal being contained in the yolk alone. Cereals may also contain zinc.

"One quite naturally inquires what may be the physiologic significance of such by no means negligible quantities of an element regularly present in important foods like milk and eggs. Are we to conclude that zinc is not merely an accidental constituent but a regular and perhaps essential ingredient of protoplasm? And what is to be said of manganese, which is reported present, tho in smaller quantities? These are new questions abounding in a special interest because some of the elements here concerned, as well as arsenic lately reported present in most oysters, are known to have a potency that has long since placed them in the category of useful drugs."

ELECTRIC TOOL-HARDENING

A CURIOUS method of hardening tools, which seems to possess practical value, has become the vogue in Germany, we are told by *Power Plant Engineering* (Chicago, August 15). Says this paper:

"In the process of electrolysis, the hydrogen generated at the cathode is heated to such an extent that the cathode itself is brought to a red heat. Advantage is taken of this phenomenon by using tools that are to be hardened as the cathode in an electrolytic bath. It is, however, necessary to protect the cutting edges of the tools, as these are liable to be raised to such temperatures that they become blunted. Methods of effecting this are protected by recent patents. . . . The cutting edges of the tools are covered with a layer of nonfusible conducting material. The thickness of this coating is so chosen that the edges are protected during the heating of the body of the tool, but so that, after the coating has flaked off, the teeth are exposed for the final heating. If the parts are only to be heated for subsequent hardening, the edges may be covered with graphite cement, so that the glowing tools may absorb carbon. Another method of protection consists in lowering the tool into coarse powder or sand, lying at the bottom of the bath, or the edges that are to be hardened may be protected from the influence of the current by covering the parts to be hardened with suitably shaped porcelain tubes, which are removed when the body of the tool is raised to the required temperature."



AJAX CORD

ALL these good words you hear about Ajax Cord Tires are merited. Theirs is a splendid reputation, fairly earned, and unceasingly upheld. The steady sales increases enjoyed by Ajax Tires are evidence of this.

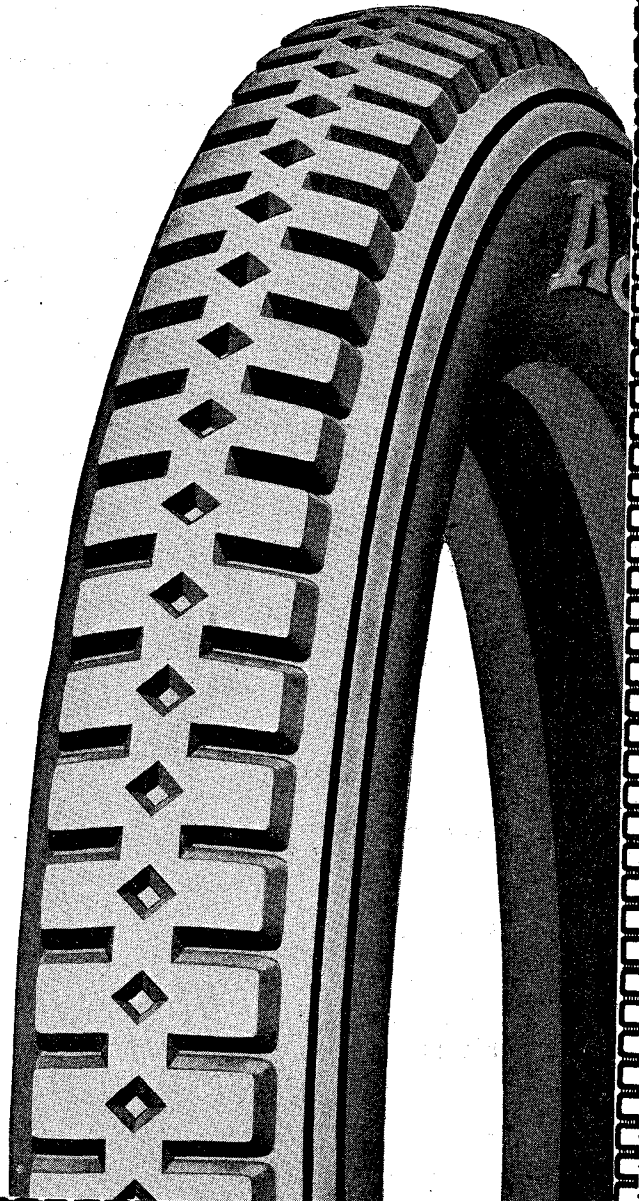
Ajax Cord Tires are quality tires through and through. The men who make them are as carefully selected as the materials that go into them. They are built to yield real service—and they do.

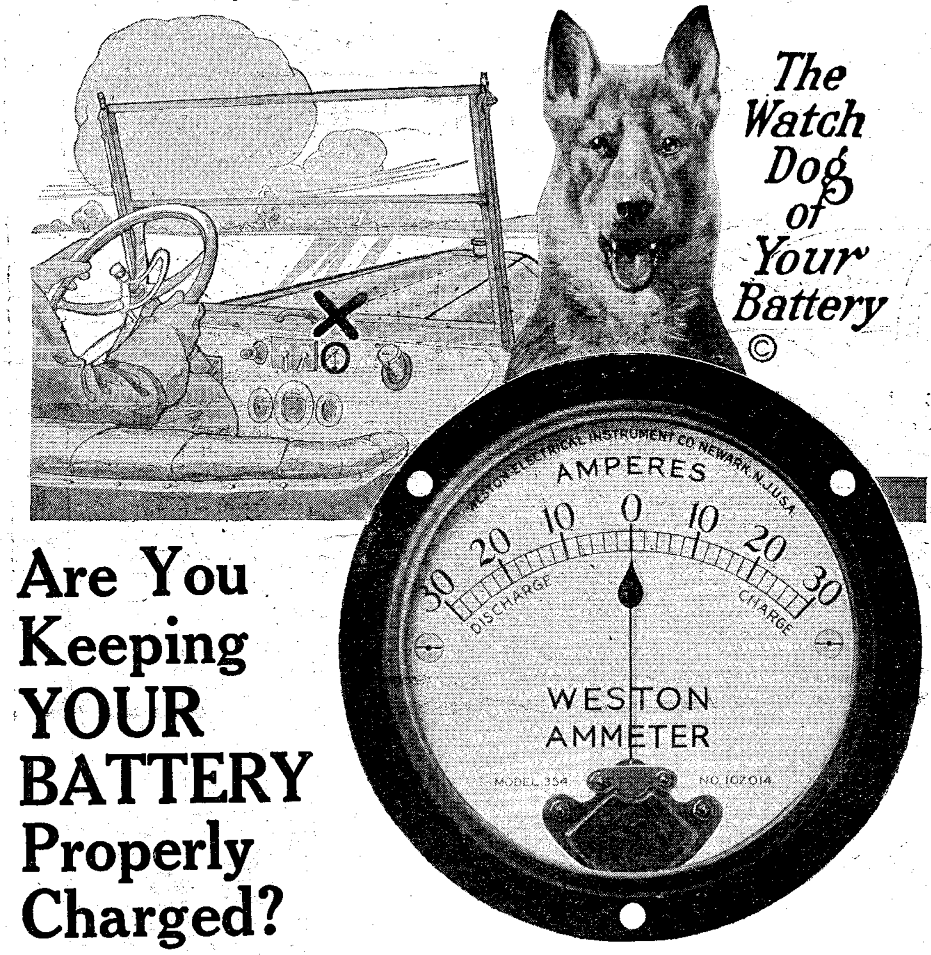
Ajax Cleated Tread

Study the tread. Note those thick, beveled rubber cleats, like the cleats on an athlete's shoes. They insure a quick start the instant clutch is engaged, a ready stop as brakes are applied. That indented grip-spot in the middle of each cleat, holds the road in a clinging grip.

Ajax Cord Tires are dignified, durable, dependable tire equipment. They are quality tires, sold by quality dealers.

AJAX RUBBER COMPANY, INC.
NEW YORK
Factories: Trenton, N. J. Branches in Leading Cities




The Watch Dog of Your Battery
©
WESTON ELECTRICAL INSTRUMENT CO. NEWARK, N.J. U.S.A.
AMPERES
30 20 10 0 10 20 30
DISCHARGE
CHARGE
WESTON AMMETER
MODEL 354
NO. 102014

Are You Keeping YOUR BATTERY Properly Charged?

YOU cannot properly care for your battery—and prolong its life—unless you know at all times the correct rate in amperes at which it is charging or discharging.

The Weston is the dependable Ammeter that tells you exactly how many amperes of electrical current your ignition requires—your horn—your lights.

It shows whether your generator is working and helps you to determine what the rate of input should be from your generator to keep the battery charged to maximum efficiency so that it may stand the tremendous overload placed upon it in starting.

Without a Weston Ammeter you cannot keep reliably informed concerning your electrical functioning. Your guarantee of Weston dependability and service is in "Weston" leadership for 30 years in the manufacture of electrical indicating instruments for every requirement.

Any Accessory Dealer, Garage or Battery Service Station can supply you with a Weston Ammeter. Illustrated leaflet showing the different types and finishes sent on request. In writing, give model of your car.

WESTON ELECTRICAL INSTRUMENT COMPANY
NEWARK NEW JERSEY
Branch Offices in all Principal Cities

To Garages, Repair Men and Service Stations

"Shorts", "grounds" and other troubles in an electrical system can be reliably and quickly detected only with accurate, thoroughly dependable testing apparatus.

If you are not equipped with Weston electrical testing instruments for this special purpose—in justice to the car owners you serve—you should be. Write for full information on Weston No. 280 Garage Testing Instrument and No. 441 "Fault Finder"—today.

Correctly Indicates Electrical Performance

WESTON AMMETER

For Dependable Service Outlasting Your Car

CURRENT EVENTS

PEACE PRELIMINARIES

August 28.—President Wilson informs Congress that the expenses of the American Peace Commission, actual and estimated, will amount to $1,506,776.63 if the Paris Conference lasts until the end of this year.

August 29.—Senator Knox, of Pennsylvania, declares in the Senate that the only safe way to deal with the Peace Treaty is to reject it altogether and negotiate a separate pact with Germany.

Three additional amendments to the Peace Treaty are adopted by the Senate Foreign Relations Committee, two for the reduction of the voting power of the British Empire in the League of Nations Assembly, and the third to restrict the activities of the American members of the Reparations Committee.

An agreement is reached between the French, British, and Americans by which the German prisoners held by the Americans and British may be released immediately, says a report from Paris. This will release 8,000 Americans now guarding 40,000 German prisoners in France.

September 2.—A Paris report says the Supreme Council of the Peace Conference decides to send a note to the German Government demanding the suppression of the article in the new German Constitution providing for the representation of Austria in the German Reichstag.

The Peace Conference hands the Austrian Peace Treaty to Chancellor Carl Renner, the head of the Austrian Peace Delegation, says a Paris report. It will now be submitted to the Austrian General Assembly for their approval.

CENTRAL POWERS

August 27.—Dr. Haniel von Haimhausen, former Councillor of the German Embassy in the United States, has been selected for appointment as German Ambassador to Washington, according to Berlin advices. It is indicated at the State Department that he will be unacceptable to the United States Government owing to his former association with Count von Bernstorff.

August 28.—It is reported from Berlin that the Executive Committee of the German People's party proposes Hindenburg as a candidate for the presidency in the first national election.

Stephan Fredrich, Hungarian Premier under the régime of the Archduke Joseph, forms a new cabinet for Hungary in which, besides the premiership, he assumes the post of Minister of Interior, says a Paris report.

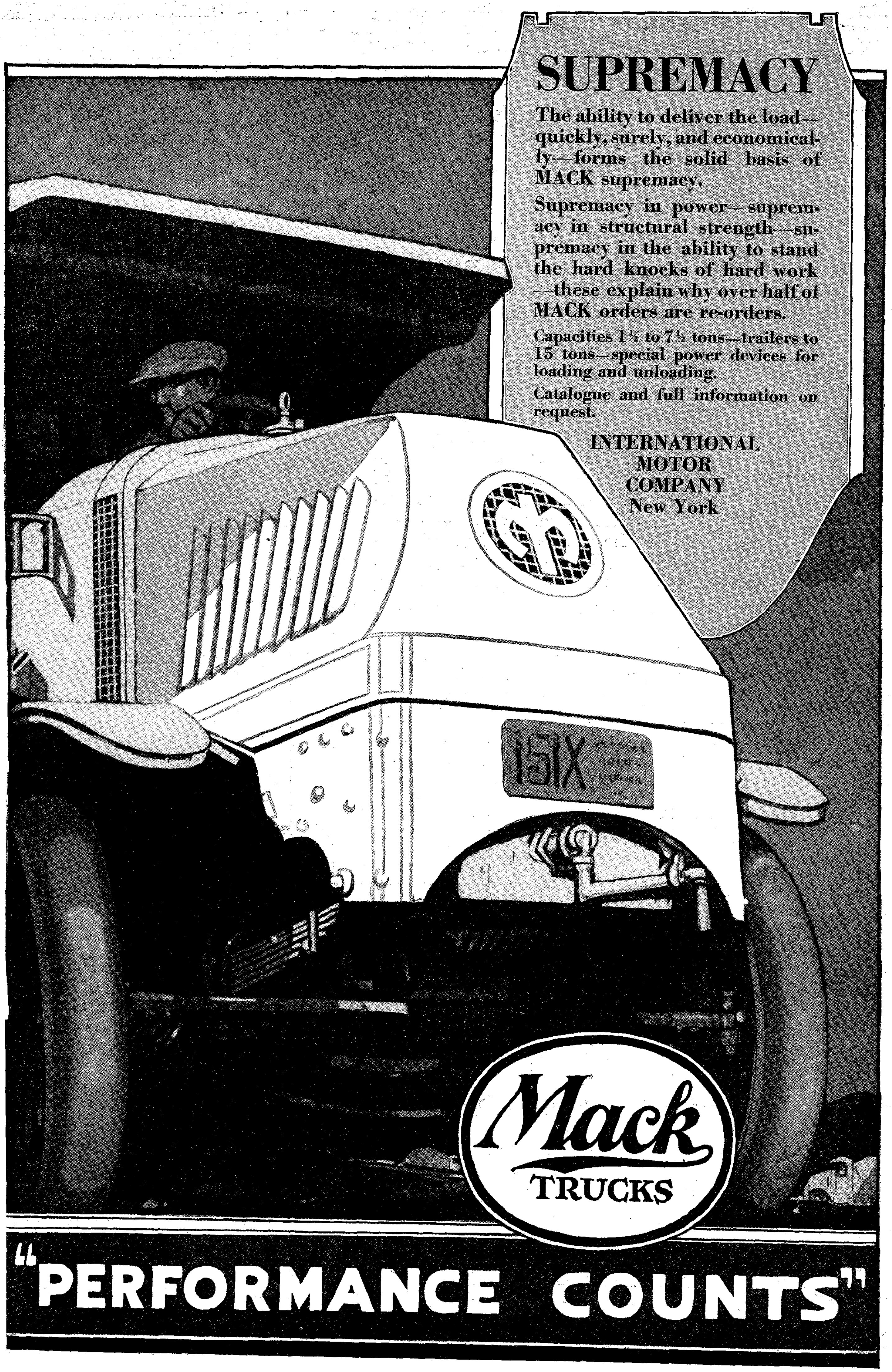
September 1.—A Budapest report states that the Roumanian Government issues orders prohibiting all Hungarian officers and men from carrying arms and also prohibiting officers from wearing uniforms.

According to a report from Copenhagen, Munich, the Bavarian capital, is under martial law, soldiers and machine guns having been posted in the streets.

AFFAIRS IN RUSSIA

August 28.—The Cossacks under General Kamontov are reported by London to have broken through the Red Army, captured 13,000 Bolsheviki, and dispersed 20,000 mobilized men.

General Denikine's advance is reported by London to be continuing rapidly. It is said to be only twelve miles from General Petliura's forces, and if a junction occurs the whole Bolshevik force south of Kief will be cut off.



SUPREMACY

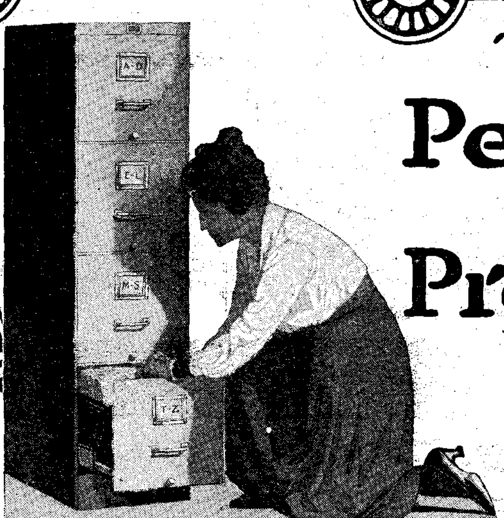
The ability to deliver the load—quickly, surely, and economically—forms the solid basis of MACK supremacy.

Supremacy in power—supremacy in structural strength—supremacy in the ability to stand the hard knocks of hard work—these explain why over half of MACK orders are re-orders.

Capacities 1½ to 7½ tons—trailers to 15 tons—special power devices for loading and unloading.

Catalogue and full information on request.

INTERNATIONAL
MOTOR
COMPANY
New York



The Penalty of Prestige

PRESTIGE, built up over long years, is a severe task-master. It makes impossible scrimping methods of production, penny-squeezing methods of inspection, and every other corner-cutting device aimed at immediate profit at the expense of the final purchaser. A full half-century of prestige guards the Van Dorn user.

The result is the *investment-value* of Van Dorn Steel Office Equipment. The almost unending service given by Van Dorn Files, Desks, Chairs, Safes and other pieces renders them an asset of slow depreciation—not a serious monthly expense item. Our nearest dealer can prove this—write us for his address.

THE VAN DORN IRON WORKS CO.
CLEVELAND, OHIO

Van Dorn
STEEL OFFICE EQUIPMENT

Even in the earliest days of "Van Dorn" there was a group-pride in Van Dorn Craftsmanship-in-Steel. This "company daguerreotype" proves it.

A Paris report states that Premier Lenine has sent a delegation to Kishinef to negotiate peace between the Russian *Soviet* Government and Roumania.

August 29.—Secretary Baker informs the House Committee on Foreign Affairs that the American troops now stationed in Siberia will be returned home at the earliest possible date.

August 30.—According to advices received in Paris from Lithuanian sources, a modernly equipped German army of 40,000 men assembles in Lithuania and is preparing to march into Russia under the pretense of trying to reach and help Admiral Kolchak.

Severe fighting has taken place in the streets and public squares of Cronstadt, say dispatches received in London from Copenhagen, and dead bodies are reported by Allied airmen to be lying about the streets.

September 1.—London reports the evacuation of Omsk by Admiral Kolchak whose headquarters are being transferrec to Nikolaievsk.

Negotiations are said to be in progres between General Denikine, the anti Bolshevik leader in South Russia, anc General Petliura, the Ukrainian commander, under which it is proposec that the Ukraine shall abandon it political independence, altho retainin its position as a state. The final forn of government for Ukraine is to b decided upon by the Constituent As sembly which is soon to be called.

September 2.—German reports from Rig to Berlin state that General Gough, o the British Army, proclaims to th population of Petrograd that an attac is about to be made on that city, an that food will be sent as soon as th city is wrested from the Bolsheviki.

The Lithuanian Legation in Copenhage announces that the Bolsheviki hav been surrounded on the Lithuania front and are offering to make peac with the Lithuanians.

FOREIGN

August 27.—It is reported from Paris tha criticism of American interference i Turkey occurs in the Supreme Counc of the Peace Conference as a result an informal warning to Turkey that a massacres of Armenians must ceas given recently by Rear-Admiral Bristc commander of the United States nav forces in Turkey.

August 28.—Fighting breaks out in Mont negro, says a London report, and tl whole country is in a state of revoluti against Serbia.

Gen. Louis Botha, Premier and Minist of Agriculture of the Union of Sou Africa, dies suddenly in Pretoria.

August 29.—Recognition of the *de-fa* Government of Peru is announced the United States State Department.

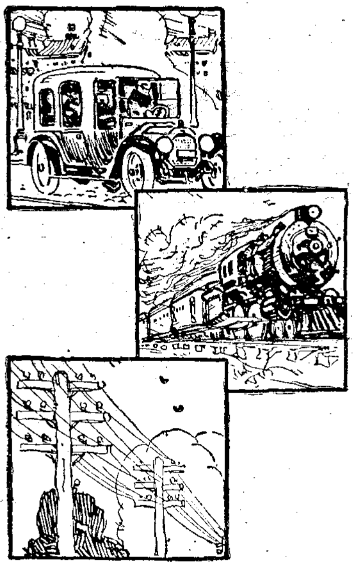
August 31.—A declaration of independen is issued on behalf of the Governme and people of Korea by their represe tatives in Washington, in which th renounce the sovereignty of Japan a call on the world to accept Korea as independent Government.

Announcement is made by the State D partment of the United States of t signing of an arbitration agreement b tween the Commercial Association Rio de Janeiro and the Americ Chamber of Commerce.

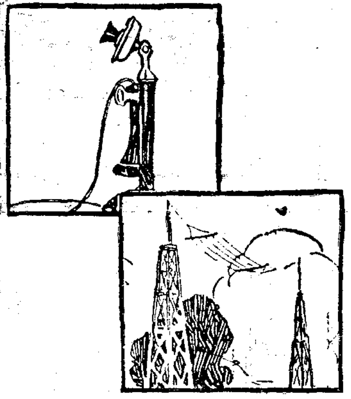
September 1.—A London report says th restrictions on imports have been lift in England and that all kinds of goo can now be imported except dyes, che icals, drugs, and other articles of t "key industries."

President Carranza of Mexico reads message at the opening session of

We live in an age of speed and prompt service



Make your home as convenient as your office



20th Century Hot Water Service

HOT water is an every-day need in any house. Like the telephone, the heating plant and the electric light, it is a positive necessity. It promotes the health, comfort, convenience and happiness of your entire family. Why deny yourself the countless benefits of hot water? Why put up with a troublesome, old-fashioned water-heating outfit that's sure to fail you at a vital moment? Why not have unlimited hot water any minute of any day of any year—at any faucet from cellar to roof? Why not have *20th-century hot-water* service which requires no time or attention on your part—which *never* fails?

That is exactly what you get with the

HUMPHREY
AUTOMATIC GAS WATER HEATER

To get steaming hot-water, you simply turn the hot-water faucet. Hot water comes as unfailingly and unceasingly as light when you turn the electric switch. No lighting of matches or fires, no delays, no bother. The Humphrey, down in your cellar and out of sight, is automatically lighted and does the work. You see nothing of the action—only the *result*. Hot water, clean and fresh, comes gushing from the faucet just as long as you wish.

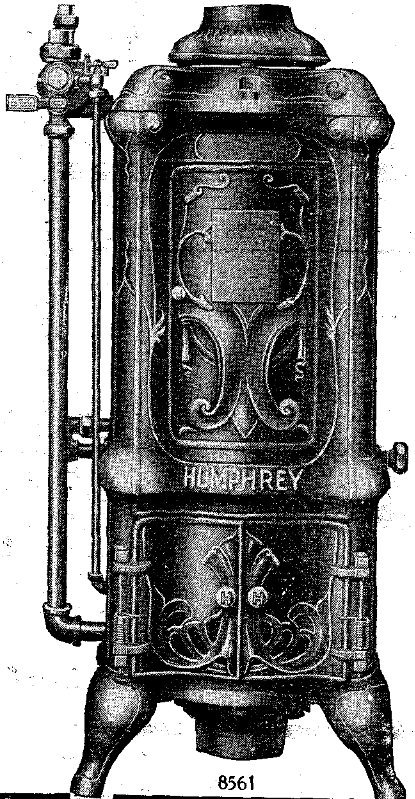
When you close the faucet, the gas burners are automatically shut off. All fuel expense stops. *You heat your water only as you use it.* Yet the water is heated instantly—no waiting.

Now note the *economy* of Humphrey hot-water service—about 10 gallons for one cent! A big, luxurious bath for less than 2 cents!

We unqualifiedly guarantee that it is by far the cheapest method of getting hot water.

The Humphrey is an established success. Many thousands of Humphrey heaters in active service. Thirty-four years of manufacturing experience. Every Humphrey heater fully guaranteed or money back. Easily installed in any house or other building—whether new or old. Sold by Gas Companies and leading Plumbers.

Investigate now! Have ample hot water in your home at all times without delay or bother—for shaving, bathing, dish washing, scrubbing and laundering. Postal brings handsome free booklet, "*Hot Water Like Magic*"; also, name of our representative in your town who will be pleased to demonstrate the Humphrey Automatic Gas Water Heater.



HUMPHREY COMPANY (Div. of Ruud Mfg. Co.) Dept. A **Kalamazoo, Michigan**

for comfort

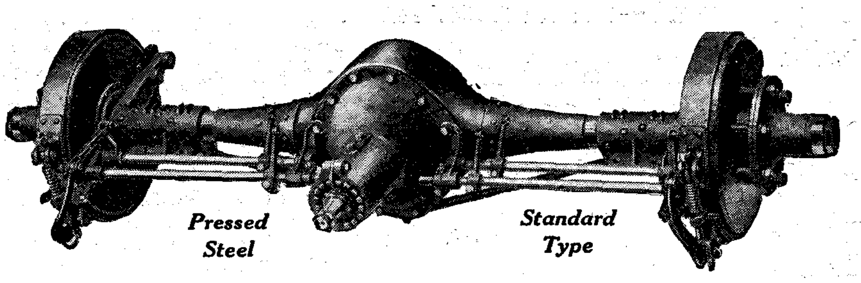
THE comfortably dressed man is the one whose every movement is easy and free. Presidents are a means to this end. Besides, they hold the trousers *just right.*

Made from light, medium or extra heavy Shirley-woven elastic webbing—for dress, business or hard usage. Length to suit *your* height. Metal parts are brass and will not rust. Guarantee Band on each pair. Be sure the name—*"President"*—is on each buckle. It stands for comfort, service and satisfaction.

PRESIDENT SUSPENDER CO.
SHIRLEY, MASS.

President Suspenders

The Salisbury
New Rear Axle



"An Automobile is only as good as its Rear Axle"

YOU may have the best engine in the world in your car but that does not and cannot make it a *good motor car* unless the *rear axle* is mechanically correct and physically perfect.

The superiority of the Salisbury New Rear Axle is due to the fact that its mechanism is compact, silent and combines the great strength of our own special formulae steel with simplicity of design and construction.

The reason that the Salisbury New Rear Axle transmits the power of the engine to the driving wheels with the least possible friction or loss of power is because more than 150 of its parts are carefully machined and fitted to micrometer measure.

Made in two standard sizes for cars weighing from 2600 to 4000 lbs.

The automobile manufacturer who specifies our axles adds a strong selling point to the prospective purchaser.

Salisbury Axle Company, Jamestown, N. Y., U. S. A.

Congress in which he defends Mexico's neutrality during the war, protests against charges that the Mexican Government is incapable and unwilling to protect foreign lives and property, alleges instances of injustice practised against Mexicans in the United States, and reiterates Mexico's unwillingness to recognize the Monroe Doctrine.

September 2.—King Victor Emmanuel of Italy decides to surrender all the crown properties in that country in favor of the peasants, and for national work for former soldiers, according to a Rome report.

A Washington report says that a band of twenty-five Mexicans open fire on an American Army airplane on patrol duty along the international boundary-line and wound the commander, Capt. David W. McNab. The attack is regarded in military circles as more serious than the recent holding of two American aviators for ransom.

According to a recent speech made in Paris by Capt. André Tardieu, the French war-losses constituted 26 per cent. of the men mobilized, and 57 per cent. of all men with the colors, under thirty-one years of age, were killed.

DOMESTIC

August 27.—Representative Wood, of Indiana, introduces a resolution in the House, protesting against the dispatch of United States troops to do police duty in Silesia.

The resignation of Dr. Paul S. Reinsch, as American Minister to China, is announced at the White House.

The State Federation of Labor, at a convention in Syracuse, New York, adopts resolutions demanding the nationalization of railroads, telephone- and telegraph-lines, and the municipal ownership of public utilities.

August 28.—John Fitzpatrick, chairman of the Committee for Unionizing the Employees of the United States Steel Corporation, writes Elbert H. Gary, of that corporation, that a strike of steel-workers will be called unless Mr. Gary reconsiders his decision not to deal with the American Federation of Labor.

Walker D. Hines, Director-General of Railroads, orders striking railway employees in California, Nevada, and New Mexico back to work, setting a time limit for their return and stating that after that time the Government will man the roads if the strikers have not returned.

Ole Hanson, Mayor of Seattle, who gained nation-wide fame as a result of his stand in the strike in that city last February, resigns.

The bill recommending General Pershing for the permanent rank of General passes the House by a vote of 271 to 4.

August 29.—The threatened strike of steel-workers is postponed as a result of the conference between President Wilson and Samuel Gompers, head of the American Federation of Labor, and the executive committee of the iron- and steel-workers.

The railroad strikers in the West are beginning to return to work, following the announcement of the Government that it would run the trains at all costs unless the strike was brought to an end.

President Wilson will start on a speaking tour of twenty-seven days on September 3, and will make thirty set speeches and many impromptu talks, in favor of the Peace Treaty and the League of Nations.

The United States Senate confirms the nomination of A. Mitchell Palmer as Attorney-General.

August 30.—The Council of National Defense makes public a digest of its report to President Wilson on the high cost of living, in which it ascribes the cause primarily to the curtailing of production of nearly all commodities, to profiteering, and to the inflation of credits.

Following a vote to discontinue their strikes, practically all the railroad workers in California have returned to work.

August 31.—A race-riot takes place in Knoxville, Tennessee, in which two persons are killed and many wounded. The riots are quelled by quick action of the police assisted by State troops.

President Wilson announces that he will call a conference of representatives of capital and labor to discuss the question of putting the wage-problem on another footing.

September 1.—Gen. John J. Pershing, commander of the American Expeditionary Forces, sails from Brest for the United States on the transport *Leviathan.*

The radical movement in America splits into three parties at the convention in Chicago, the old Socialist party being divided into the Right and Left Wing, and the Reds uniting in what is known as the Communist Socialist party.

Senator Smoot, chairman of the joint Congressional Committee on Printing, announces that orders have been issued to discontinue propaganda in favor of the League of Nations and other Administration and party projects in publications supported by public funds.

The race-riots at Knoxville, Tennessee, subside, altho the city is still under the patrol of National Guardsmen. A special session of the grand jury has been called to investigate the riots.

September 2.—The Interstate Commerce Sub-Committee, of which Senator Cummins, of Iowa, is chairman, submits a bill in the Senate outlining a permanent railroad policy. It provides among other things for termination of government control of the railroads, their return to private ownership, and operation under Federal control, regional railroad systems, and the prohibition of strikes and lockouts by the employees.

Three hundred representatives of the Left Wing faction of the National Socialist party, which withdrew from the parent body at the Chicago convention, organize a new party, known as the Communist Labor party of America, and adopt the emblem of the *Soviet* Republic of Russia with the motto "Workers of the World, Unite."

The Senate passes the bill giving General Pershing the permanent rank of General.

As England Views Our Wild West.—"Well," said the Far West mayor to the English tourist, "I dunno' how you manage these affairs in your country, but over here when some of our boys got tied up in that thar bankrupt telephone company I was tellin' yer about they became mighty crusty."

"Oh!"

"Yes, they didn't like the way the receiver was handlin' the business nohow."

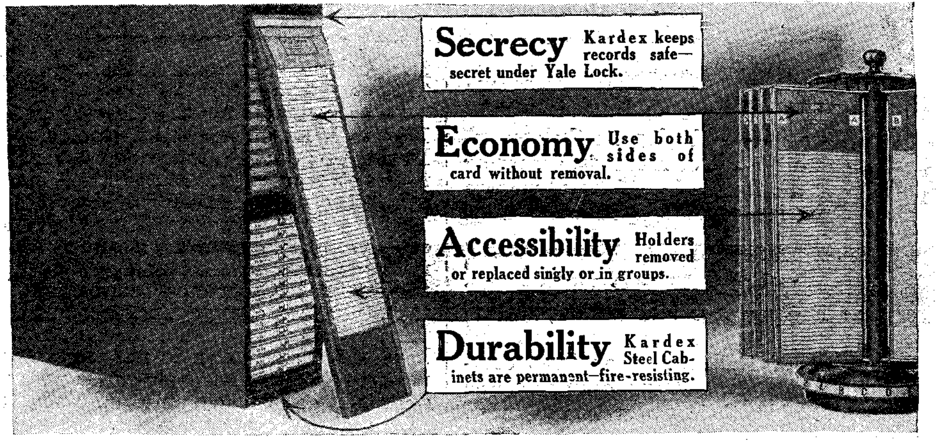
"Indeed!" commented the earnest listener. "Then may I ask what they did?"

"Sartinly; I was goin' to tell yer. They just hung up the receiver."—*London Tit-Bits.*

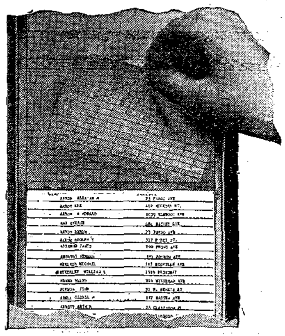
Expiation.—"What do they do to a woman in this country when she kills her husband?" asked the foreigner.

"Oh," replied the American, "they sentence her to six weeks in vaudeville or a year in the movies."—*Cincinnati Enquirer.*

Kardex CARDS IN SIGHT EXCLUSIVE FEATURES



Secrecy Kardex keeps records safe—secret under Yale Lock.
Economy Use both sides of card without removal.
Accessibility Holders removed or replaced singly or in groups.
Durability Kardex Steel Cabinets are permanent—fire-resisting.



Cards protected in transoloid pockets.

WHY Handicap Your Record System by Going Without These Time and Clerk Saving Aids?

The function of your record system is to tell you where your business is every moment of the day—but your system fails to function if there is delay or disturbance in the prompt delivery of the facts.

Yet there is bound to be that time-consuming shortcoming if you depend upon inaccessible card-in-box methods. Put those cards in sight—every one of them—with a Kardex Steel Cabinet or a Kardex Rotary Machine.

Every business can be profitably, promptly Kardexed from the small-town store to the largest corporation. Write for Kardex Book now.

AMERICAN KARDEX COMPANY
1033 Kardex Building *Branch Offices in Principal Cities* Tonawanda, N. Y.

Kardex CARDS IN SIGHT Your Business

SAN CARLOS
6 Rooms & Bath

Save On Your New Home

If you contemplate building, our new catalog will be invaluable to you. It is the Book de Luxe—the most elaborately prepared book of its kind ever issued. It shows the work of the best architects in America.

Sterling System Homes eliminate waste. Lumber is cut to exactness. There is no guess work—not even sawing for your carpenter. Erection time is cut in half. The saving to you is tremendous. You may have your choice of siding, or shingles, or if you prefer stucco, we will provide building paper and metal lath already for stucco at the same cost.

New 1920 Sterling System Book
Don't decide on your home until you have seen it. Valuable building information on every page. Send 10c and coupon below.

Send This Coupon and 10c and we will send you our De Luxe Book of Sterling Homes. This is the most beautiful book of its kind ever published. Every prospective home builder should have a copy for the valuable guiding information it contains.

International Mill & Timber Co. Dept. 1836 Bay City, Michigan
Enclosed find 10c for your 1920 De Luxe Book of Sterling System Homes.
Name ....
Address ....
City .... *State* ....

INVESTMENTS-AND-FINANCE

THE "PLUMB PLAN" UNDER FIRE FROM SEVERAL ANGLES

THE whole Plumb plan for the government operation of railroads, according to one of the latest champions of private ownership, is founded upon charges of exploitation of the public, on the one hand, and of the employees on the other. It has been alleged, writes Samuel O. Dunn, editor of *The Railway Age* and author, among other things, of a treatise on Government Ownership of Railways, that "the companies, before government operation was adopted, had let their properties run down, that they had given huge stock bonuses to their stockholders, that they had inflated their property investment accounts, and that by these and sundry other means the railroad-owners had reaped enormous profits." It would be very difficult to controvert these charges, Mr. Dunn admits, without going into the history of the financial transaction for the past twenty or thirty years. On the other hand, he writes in *The Wall Street Magazine:*

"It is not difficult to ascertain and show just what rates the railroad companies, as a whole, have charged the public, what total profits they have made, and how much wages they have paid to their employees. Mr. Plumb took the year 1900 as his starting-point in making his allegations regarding the financial management of the railroads. It is easy to determine whether since 1900 the rates charged, the wages paid, and the profits made by the railroads as a whole have changed in such a way as to result in such exploitation of the public and the employees as Plumb alleges. Let us, therefore, glance back over the record since 1900 and see whether it indicates that anybody connected with the railroads has been engaged during this time in 'exploitation.'

"Statistics of the Interstate Commerce Commission are available for the years 1900 to 1917. Reliable estimates as to the changes which have occurred in rates, wages, and profits under government operation from 1917 to 1919 can be based upon available statistics of the Interstate Commerce Commission and the Railroad Administration.

"Mr. Plumb attacks both the increase in railway capitalization and in the book cost of road and equipment since 1900. Since the increase in book cost has been larger than in net capitalization, we shall, in order to give as good a chance as possible to Mr. Plumb's case, take the book cost as the measure of the increase in the capital account. The operating income of the railroads is what is left to them after they have paid their operating expenses and taxes. From it they derive all the funds from which they pay interest and dividends and make such improvements as are made from earnings. Therefore, the increase which has occurred in operating income is the best measure of how much the profits of the railroads have increased. We shall compare the increases in the book cost of road and equipment and in operating income since 1900 with the increases which have taken place in the number and the compensation of railroad employees.

"In the seven years from 1900 to 1907, the book cost of road and equipment increased about 27 per cent., while operating income increased 59 per cent. During this same period the number of railroad employees increased 64 per cent., and the amount of compensation paid to them annually increased 86 per cent. In these years the increase in the profits earned by the railroad companies was greater, relatively, than the increase in the wages paid to the employees.

"The statistics for the ten-year period, 1907 to 1917, do not tell a similar story. During this time the railroads were subject to strict regulation. Mr. Plumb alleges that they padded their property investment accounts. It should be noted, however, that since 1907 the accounts of the railroads have been kept as prescribed by the Interstate Commerce Commission, and that, therefore, every dollar of the approximately five and a half billion which has been added since then to the property investment account has been added with the approval of the commission. The increase in the book cost of road and equipment between 1907 and 1917 was 38 per cent., while the increase in operating income was 40 per cent. Therefore, there was practically no increase in the percentage of return earned. In the same ten years the number of railroad employees increased less than 4 per cent., while the total compensation paid to them increased 62 per cent. Certainly the railway companies were not 'exploiting' their employees during this period. The wage increase was relatively much greater than the profits increase.

Years	Book Cost of Road and Equipment	Total Compensation of Employees
1900	$10,263,313,400	$577,284,841
1907	13,030,344,328	1,072,386,427
Increase in 7 yrs.	$2,767,030,928	$495,101,586
Percentage of increase in 7 yrs.	26.9	85.8
1907	$13,030,344,328	$1,072,386,427
1917	*18,000,000,000	1,738,796,046
Increase in 10 yrs	$4,969,655,672	$666,409,619
Percentage of increase in 10 yrs.	38.1	62.1
Increase in 17 yrs	$7,736,686,600	$1,161,511,205
Percentage of increase in 17 yrs.	75.3	201.2
1917	*$18,000,000,000	$1,738,796,046
1919	*18,500,000,000	†2,834,607,068
Increase in 2 yrs.	$500,000,000	$1,095,811,022
Percentage of increase in 2 yrs..	2.8	6.3
Increase in 19 yrs	$8,236,686,600	$2,257,322,227
Percentage of increase in 19 yrs.	80.2	39.1

* Estimated. † Based on January, 1919, statistics.

RAILWAY VALUATIONS AND WAGES.

A table showing the increase in both branches in the past seventeen years. During this time the railroads' operating income increased a total of 98.4 per cent. and the number of employees 81.7 per cent.

"In the seventeen years from 1900 to 1917, throughout which the railroads were under private operation, the increase in the number of employees was 70 per cent. and the increase in their total compensation 221 per cent. Meantime, the increase in the book cost of road and equipment was 75 per cent. and the increase in operating income 124 per cent. Even after this increase in operating income, it yielded less than 6 per cent. on the book cost of road and equipment. At the end of the seventeen years the average freight- and passenger-rates being charged the public were the lowest ever known in the history of the United States. There is nothing in these facts to support the charge that the alleged financial juggling resulted in large profits for those in control of the railroads at the expense of the public and the employees.

"Government control and operation of the railroads began at the end of 1917. The railroad-owners have had no opportunity to 'exploit' either the public or the railroad employees since then."

It has been suggested in some quarters, the writer notes, that new legislation requires the Interstate Commerce Commission to permit the railroads as a whole to earn an average of 6 per cent. upon their "book cost." The advocates of the Plumb plan attack this as an attempt to secure "validation" of a property investment account which they claim is greatly padded. As a matter of fact, declares the writer, no such guaranties are desired. He writes:

"It is a notable fact that the Association of Railway Executives, which is composed of the heads of the railroad corporations, and which, therefore, officially represents railroad-owners, opposes all government guaranties to railroad companies, direct or indirect. It asks only that the law shall require the regulating authorities to allow the companies to earn sufficient net operating income to pay a reasonable return upon the fair value of the properties and to raise sufficient new capital to develop their facilities. Consequently, the onslaught of the advocates of the Plumb plan upon the property investment account is an onslaught upon a basis for regulating rates which the Railway Executives have never favored.

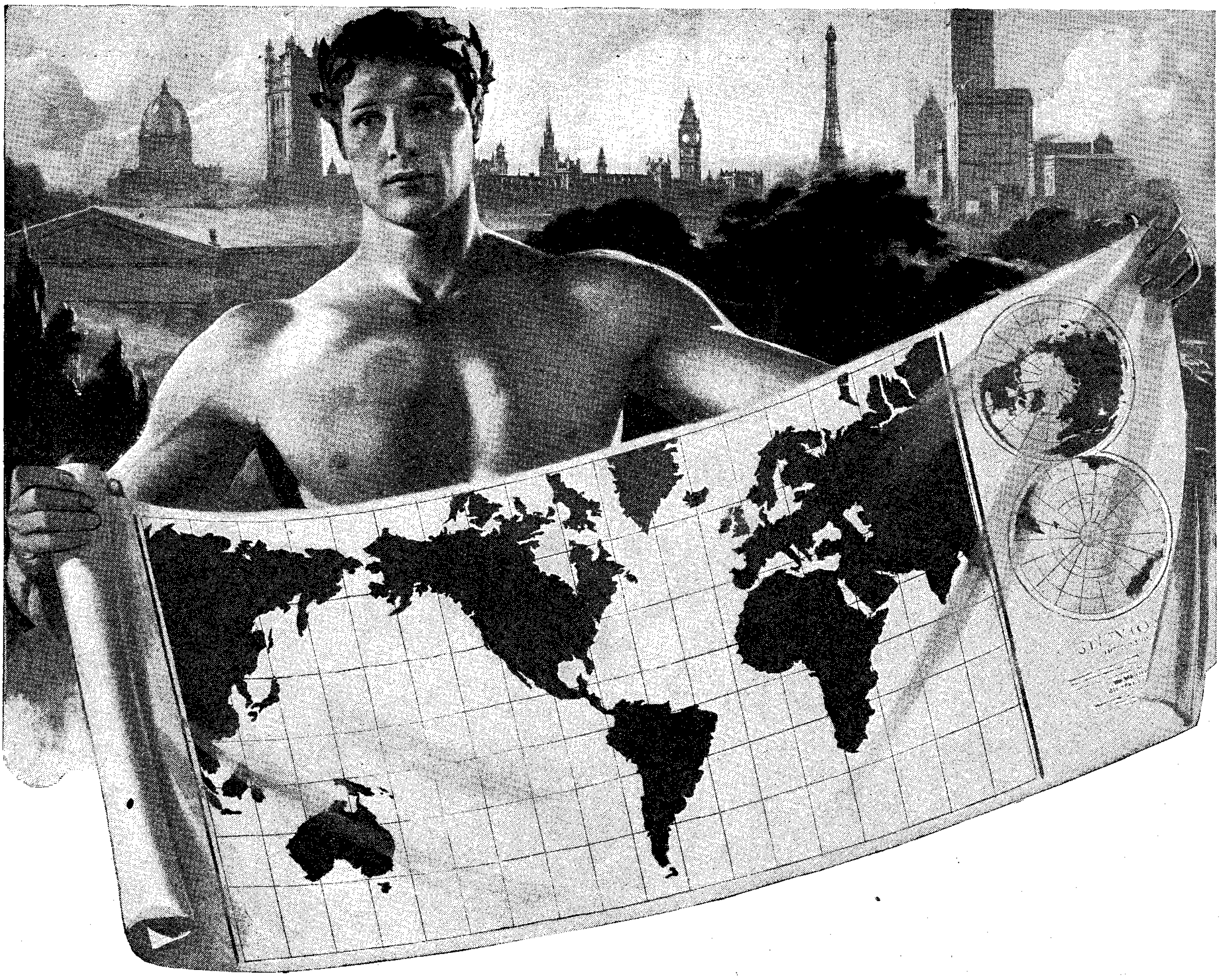
"Probably, however, the book cost of road and equipment of the roads as a whole is the best available measure of the investment in them and of their present value. It amounts now to about $18,500,000,000. Suppose Congress should provide that until the valuation is finished rates should be so regulated as to yield an average return of 6 per cent. upon the book cost of road and equipment. This would require a total net operating income of about $1,100,000,000 a year. This is approximately what the railways actually earned in 1916 and 1917. The railroads, under government operation, are earning net operating income at the rate of four or five hundred million dollars a year. Therefore, to put them on a 6 per cent. basis would require an advance in rates of six or seven hundred million dollars a year.

"Meantime, the railway employees, whose compensation has been increased over a billion dollars a year under government operation, are demanding additional advances in wages which would amount to about $800,000,000 a year. Their wages in 1917 were about $1,740,000,000. If they should get the advances for which they are now asking, their annual wages would become over $3,500,000,000 a year, or 100 per cent. more than in 1917.

"All that the railroad-owners and officers are seeking is that their total operating income shall be restored, when the roads are returned to private operation, to approximately what it was before the government operation was adopted. What the employees are demanding is that their total compensation shall be made twice as large as it was before government operation was adopted. And at the very time the spokesmen of the employees are demanding that the employees' compensation shall be made twice as large as it was before government operation was adopted, they are denouncing the owners and officers of the railroads because they are asking that their operating income shall be made approximately the same as it was before government operation was adopted!"

Taking up the attack from another angle, Roberts Walker, president of the Chicago and Alton Railroad, dissects the plan as follows:

"Certain figures set forth in this remarkable proposal are worthy of examination, if only to emphasize its essential financial unsoundness. It is assumed, for example,



A wider vision for Investors

AMERICA'S helping hand which has welcomed the world's people to its shores will extend generously to the old world the needed credit to reconstruct its industries. Thus will be strengthened the foundations of law and peace and order.

In the extension of well founded credit to foreign countries, the National City Company plans to do its part. This company through its own organization and representatives in foreign countries, is already equipped for the investigation and marketing on a large scale of the world's high character securities.

Through our Correspondent Offices in 50 American cities, many of them connected by private wires, the American investor may be placed in touch with investment opportunity, both here and abroad, and may purchase carefully chosen, recommended bonds and short terms notes.

Your investment in these securities hastens the work of reconstruction, helps provide for the extension of credit, and keeps your funds earning a liberal income.

* * *

To secure a list of bonds and short term notes which we recommend for purchase, please write for D-109.

THE NATIONAL CITY COMPANY
NATIONAL CITY BANK BUILDING
NEW YORK

You will find a National City Company Correspondent Office in 50 of the leading cities of the country.

In each of these offices you can purchase Government, Municipal, Railroad, Industrial and Public Utility Bonds of the highest character.

Each of these offices is equipped to render unusual service to investors generally, and to bond buyers in particular.

The National City Company

National City Bank Building, New York

BONDS
SHORT TERM NOTES
ACCEPTANCES

IF you are thinking about INVESTMENTS—

Our BOND DEPARTMENT may be of value to you through the INFORMATION ON INVESTMENTS that it can furnish.

Our AIM is to HELP INVESTORS by analyzing securities, thus enabling them to avoid making unwise investments.

Our POLICY is to offer to investors only SUCH SECURITIES as WE BUY for our own account.

Our PRESENT OFFERINGS, a description of which will be sent on request, include United States Government bonds, bonds of Foreign Governments, high grade municipal, railroad, public utility and industrial bonds, yielding from 4.40% to 6.50%.

IF you are thinking about BANKING—

Our BANKING and FOREIGN DEPARTMENTS, with world-wide facilities established through the greatest banks in all countries, may be of value to you in many ways, for example:

—financing imports and exports

—handling commercial banking, domestic and foreign

—handling personal active or inactive deposits

—depositing funds for special purposes

—securing credit and trade information, foreign and domestic

—collecting foreign coupons

—transferring funds by telegraph and cable

—issuing travellers' credits in dollars and sterling

—issuing documentary credits payable in all parts of the world

—handling practically every kind of financial transaction

BANKERS TRUST COMPANY

Member Federal Reserve System

New York

Downtown Office: 16 Wall Street

Astor Trust Office: 5th Ave. at 42d St.

that $18,000,000,000 of Government 4 per cent. bonds can be floated (exempt from income tax) at par. Considering the labor and patriotism required to sell much smaller amounts of Liberty bonds, and the fact that this new bond issue will be 'secured' by such prospects of future management as to frighten rather than invite investors, the probability that any such amount of such bonds can be floated is highly problematical, to put it gently. There is no great patriotic appeal in a plan to hand the best railroads in the world over to a directorate of their employees.

"Again, it is asserted that 'the public is now charged rates to guarantee the roads 6½ per cent. on their money.' The largest percentage ever earned on property investment, according to Interstate Commerce Commission statistics, was for the calendar year 1916, and was 5.8 per cent. The average for the preceding five years was 4.56 per cent. Mr. Plumb says the money to purchase the roads could be had at 4 per cent., and would save $400,000,000 per year. Even if it could, the saving would, on his formula, be not the difference between 6½ per cent. and 4 per cent., but between 4.56 per cent. and 4 per cent. and would be one-fifth of Mr. Plumb's alleged saving, or only $80,000,000 per year. As he next provides for a 1 per cent. annual sinking-fund, or $180,000,000, the actual program would cost about $100,000,000 more per year, instead of $400,000,000 less.

"On top of this, passenger-rates are to be reduced 50 per cent. and freight-rates 40 per cent. This would work out about as follows:

Freight revenues	$2,100,000,000
Passenger revenues	500,000,000
All other	500,000,000
Operating revenues	$3,100,000,000
Operating expenses	4,500,000,000
Deficit	$1,400,000,000

"It seems fair to include operating expenses at current figures, as the Plumb plan nowhere suggests reducing wages, and the other alleged savings are partly already in force, as has been shown above, and partly problematical if not chimerical.

"The most pregnant fact about the Plumb plan is its careful silence as to what labor will give in return for getting control of the railroads. The key-words of the Plumb plan are democracy, service, public interest. These ideas require, among other things, uninterrupted railroad service and settled conditions of transportation.

"But vain will be the search, in the Plumb plan or in the testimony of its protagonists, for any suggestion that the railroad workers agree not to strike, not to tie up the roads or single roads, not to appeal to Congress for further favors, not to use their vast powers as a threat to wrest further concessions from the electorate. They do not agree to any discipline whatever, except as to wages, where their own board of directors is the final court of appeal.

"In fine, they are willing to allow everybody else to be good American citizens, as long as they are themselves in undisputed power over the railroads. But they do not even hint that they, too, will be subject to the dictates of cooperation and uninterrupted service that are the fundamentals of public utilities in a democracy."

BUSINESS MORTALITY AT A LOW LEVEL

Remarkably favorable as the monthly failure exhibits have been for a long period, the July returns make a numerical showing that is "wholly without parallel," according to statistics supplied by *Dun's Review* (New York). The prosperous state of the country's business as a whole is reflected, we are told, in these unusual returns. Even tho it was said some time ago in certain quarters that insolvencies had probably reached the absolute minimum,

Base Your Investments on Facts

YOUR investments in stocks or bonds should be based upon facts from a thoroughly competent and impartial source.

Poor's Publishing Company is an organization devoted solely to the gathering, interpreting and distributing of facts relative to corporations whose securities are of public interest. Collecting these facts and drawing conclusions from them is our only business—and our very existence depends upon their correctness.

We have been in business on this basis for 59 years. We have on hand official data on 145,000 corporations. Our advice to the subscribers to **Poor's Investment Service** last year was proved by subsequent events to be 97.6% correct.

Send for full information about how **Poor's Investment Service** can help you. Ask for booklet A1.

Poor's Publishing Co.

Boston 33 Broadway Chicago
New York

Publishers of Poor's Manual of Railroads; Moody's Manual of Industrials; Moody's Manual of Public Utilities; Poor's Daily Digest Service; Poor's Classified Investment Holdings.

ADEQUATE SECURITY

Supported by Adequate Earnings

We are offering $55,000 of 7% Real Estate Bonds secured by four diversified properties, appraised at $150,000, which earn a combined income ample to meet interest and principal several times over.

Maturities, 1 to 10 years; denominations, $100, $500 and $1,000; principal and interest payable at Guaranty Trust Company of New York or Third National Bank of Atlanta.

Write for illustrated circular giving full details.

G. L. MILLER & CO., Inc., 130 Hurt Bldg., Atlanta, Ga.

FOR MEN OF BRAINS
Cortez Cigars
—MADE AT KEY WEST—

111 Subsidiaries in 22 States

working together under a successful centralized management of broad experience produced net earnings of $31,428,222 in 1918. This is one of the reasons why Cities Service Company

6% Cumulative Preferred Stock

forms the basis of a sound investment with possibilities of market appreciation.

Monthly Dividends
Monthly Earning Statements

Write for Circular LD-7

Henry L. Doherty & Company

Bond Department
60 Wall Street, New York

there has been an almost unbroken decline this year in commercial mortality. "From an economic standpoint, the developments of 1919 have upset many calculations," comments the writer in *The Review*, and continues:

"With only 452 defaults in the United States, exclusive of banking and other fiduciary suspensions and personal bankruptcies, July set a mark that is unmatched by the record of any former month whatever for more than a quarter of a century, or since monthly statistics were first compiled, and the $5,507,010 of liabilities for July are below those of any preceding month in two decades. On but three previous occasions—in fact, in July, June, and May of 1899—has so small an indebtedness been shown.

"Comparison with June of the present year does not reveal a decided numerical reduction, because the 485 failures of that month were at a new low level; but the sum of money involved by the July reverses is lighter by $3,975,711, the percentage decreases being 6.8 and 41.9, respectively. When the latest statement is contrasted with the July figures of earlier years, pronounced improvement is seen; from the 786 insolvencies for $9,789,572 of July, 1918, which was a month of relatively moderate mortality, a falling off of 42.5 per cent. in number and of 43.7 per cent. in amount of liabilities is disclosed, while from the 1,739 defaults of July, 1915, the high point for the period in number of reverses—a decline of 74.0 per cent. appears. That practically nine months after the armistice, with the far-reaching business readjustments which the changed international conditions have necessitated, commercial failures should fall to a total never before recorded, is an economic phenomenon that few people, if any, had counted on; and the exhibit seems all the more noteworthy when the steady increase in number of new enterprises is considered."

BUSINESS FAILURES, MONTH BY MONTH, FOR THE PAST FOUR YEARS

	Number			
	1919	1918	1917	1916
Manufacturing				
January	180	299	361	417
February	161	255	262	418
March	196	298	314	408
April	174	242	281	335
May	165	243	343	384
June	140	241	327	285
July	139	220	312	328
August	...	197	313	335
September	...	189	257	316
October	...	195	311	285
November	...	182	301	362
December	...	205	309	323
Trading				
January	438	801	1,124	1,494
February	384	663	841	1,186
March	368	762	856	1,180
April	319	605	724	976
May	310	572	895	1,017
June	292	508	799	894
July	280	509	770	815
August	...	465	748	997
September	...	445	658	786
October	...	406	722	886
November	...	341	608	820
December	...	417	685	872
All Commercial				
January	673	1,178	1,540	2,009
February	602	980	1,165	1,688
March	629	1,142	1,232	1,690
April	543	905	1,069	1,399
May	531	880	1,296	1,482
June	485	804	1,186	1,227
July	452	786	1,137	1,207
August	...	720	1,149	1,394
September	...	674	963	1,154
October	...	660	1,082	1,240
November	...	570	981	1,251
December	...	683	1,055	1,252

A NEW PERIOD OF "PRICE-STABILIZATION" PREDICTED

While various government agencies are hinting at a decrease in the present high cost of living, the National Bank of Commerce (New York) predicts the "stabilization of prices at new levels" as a result of the "continued operation of the factors which resulted in the present high prices."

VAN DYKE DRAWING PENCIL EBERHARD FABER U.S.A. 600-HB

Made in 16 degrees of hardness graduating from 6 B, softest, to 8 H, hardest.

Pencil Reproduction of Van Dyke's Painting "Charles I, King of England" Drawn with Van Dyke Pencils

THERE was only one Van Dyke. He was a master of drawing and color. The Eberhard Faber Pencil, named after the great artist, is the standard of pencil quality and so known throughout the world. It is America's contribution to pencil progress and made with finished skill and knowledge. Artists and architects choose the

VAN DYKE DRAWING PENCIL

because it will do what they want it to do, under all conditions and in every case. Use at the drawing board or easel is the hardest test that a pencil gets. Van Dyke Drawing Pencils are indicated for general business use because they prove themselves in the professional hand. For commercial uses HB grade is preferred. They are good to the last half-inch. Ask for them at your dealer's or write us on your business stationery stating grade desired, and we will send you a sample. Address us at 37 Greenpoint Avenue, Brooklyn, New York.

EBERHARD FABER

Oldest Pencil Factory in America

Factories—Brooklyn, N. Y., and Newark, N. J.
Offices—New York, Chicago, Boston, San Francisco

TRADE MARK

?

Business this Fall?

WITH opinions of leaders widely apart, some saying business will boom while others fear bolshevism or Europe's bankruptcy, the *only* basis of judgment for us is *facts, figures, vital statistics.*

BABSON'S

Barometer Letter of September discusses the situation quite fully and supplies many valuable suggestions.

Bulletin on Request

A copy of this bulletin will be mailed gratis to rated concerns. Write on your business letterhead.

Write for letter 2406 of the

Babson Statistical Organization
Wellesley Hills, Mass.

"101 daily uses"

©

"The Little Nurse for Little Ills"

CHAFED or broken skin, cuts, bruises, burns—you'll find nearly "101 daily uses" where Mentholatum will relieve *quickly.*

The First Aid for over 25 years in many thoughtful homes.

A HEALING CREAM

Mentholatum

Always made under this signature A.A.Hyde

For nervous headache, rub Mentholatum on the throbbing temples and forehead.

Keep Mentholatum in the house, ready for the "little ills."

At all druggists in tubes, 25c
Jars, 25c, 50c, $1.00

The Mentholatum Co., Buffalo, N. Y.

In its "market letter," which appears in the September issue of the bank magazine, *The Commerce Monthly*, high prices are not only predicted for the future, but are, to a certain extent, justified. According to the view of this authority:

"It is the conviction of the business world that high, or at least rising, prices are evidences of a satisfactory situation. This conviction has a basis in fact, in that high or rising prices stimulate increased productive and commercial activity. Our high prices are unquestionably the product of a world-wide curtailment of production and increase of consumption, as a result of the war, of those goods necessary to a peace-time life; of an increase in the circulating medium and an expansion of credit which the conflict through which the world has just passed rendered inevitable; and of the increased margins of profit deemed necessary to meet the risks involved in a period of rising prices. The era of extravagance which has followed the restrictions of war has also been a factor in raising prices. When the buying public seems not only willing but anxious to purchase, regardless of cost, prices respond as a result of what appears to be a shortage of stocks when measured by demand.

"Even tho actual hostilities are now ten months behind us, the causes which have resulted in present prices are largely operative and it seems likely that stabilization at a new price-level is approaching.

"In periods of rapidly rising prices, the commercial and financial activity resulting is likely to increase out of proportion to the growth in productive activity on which it must ultimately be based. Altho the actual physical adjustment of American production to postwar demands has been more rapid than the most optimistic could have hoped, production has not yet expanded to what must be its normal postwar level.

"Prosperity has but one possible basis. That basis is production. Volume of business in tons and dozens and bales is its true measure. There is now no fundamental reason to deter production, and not until it has increased to its new peace-time proportions can we rest in the assurance that, as far as its effects on our economic life are concerned, the war has passed into history. To this end, every man and woman industrially or commercially employed must produce to capacity. Not only is production essential, but capital must be accumulated at a rate rapid enough to offset the destruction which took place during five years. The consuming public must recognize that it can not continue indefinitely the scale of expenditure which followed as a reaction from the self-denial of war, but that thrift for personal benefit is as essential as thrift for one's country. When every individual capable of gainful employment is producing to capacity and spending conservatively, our economic adjustment will be complete."

The steady expansion of productive activities during the month justifies continued confidence in a gradual return to normal conditions, in *The Monthly's* opinion; and as for the agricultural situation, it says:

"While the crop outlook is not as good as it was six weeks ago, there has been a tendency seriously to overemphasize the unfavorable aspects of the situation. The forecast for a wheat crop of 940,000,000 bushels is still well over the estimate for the same date a year ago, and while the corn-crop estimate is below that for 1918, it is still a large yield, 2,788,000,000 bushels. Oats will probably even yet be near an average yield. The cotton crop will be short, but this fact must be considered in relation to the large carry-over. Summarizing the entire agricultural situation, it is satisfactory, and not only will the buying power of the agricultural districts be ample but they will also have a surplus for investment."

When You Work the Brake—and Your FORD won't Stop

LOW PEDAL
BRAKE PEDAL
REVERSE PEDAL
REVERSE BAND
LOW BAND
BRAKE BAND

You Need

Cork Insert

When your Ford brake doesn't work good—when you have to press too hard on the pedal—when the car shakes and chatters as you operate the brake—have your garage or repairman reline your brake bands with Advance Cork Insert Transmission Lining. Then your brake will work quick and smooth for a long time.

He'll also reline the low speed and reverse bands with Cork Insert. Your Ford will then go into low and reverse without that jump and lurch. The three strips of Advance Cork Insert for relining the three bands come ready to install in the red and black Cork Insert box. Be sure to get Advance Cork Inserts for they will give you a better working Ford—keep your brake sure and save you money.

The Story of CORK INSERT for Ford Cars

Your garage or repairman handles Advance Cork Insert or can easily get it, for every jobber handles it. Remember to ask for Advance Cork Insert next time your brake needs attention—and right now

Write for Free Book

It tells how the Ford brake and clutch work and how Cork Insert makes them work better. Get this book and post yourself on things you ought to know. Write for the Free Book today.

Advance Automobile Accessories Corp.
Dept. 90 56 E. Randolph Street Chicago, Illinois

STANDARD DICTIONARY superiority quickly becomes plain to the man or woman who investigates.

ECONOMY renewable FUSES

insure maximum safety and minimum cost in safeguarding electrical circuits against the fire and accident hazards of overloads and short circuits. An inexpensive "Drop Out" Renewal Link restores a blown Economy Fuse to its original efficiency. The Economy is the pioneer renewable fuse. As compared with the use of one-time fuses, it cuts annual fuse maintenance costs approximately 80%.

ECONOMY FUSE & MFG. CO.
Kinzie and Orleans Sts., CHICAGO, U.S.A.
Sole manufacturers of "ARKLESS"—the Non-Renewable Fuse with the 100% Guaranteed Indicator.

Economy Fuses are also made in Canada at Montreal

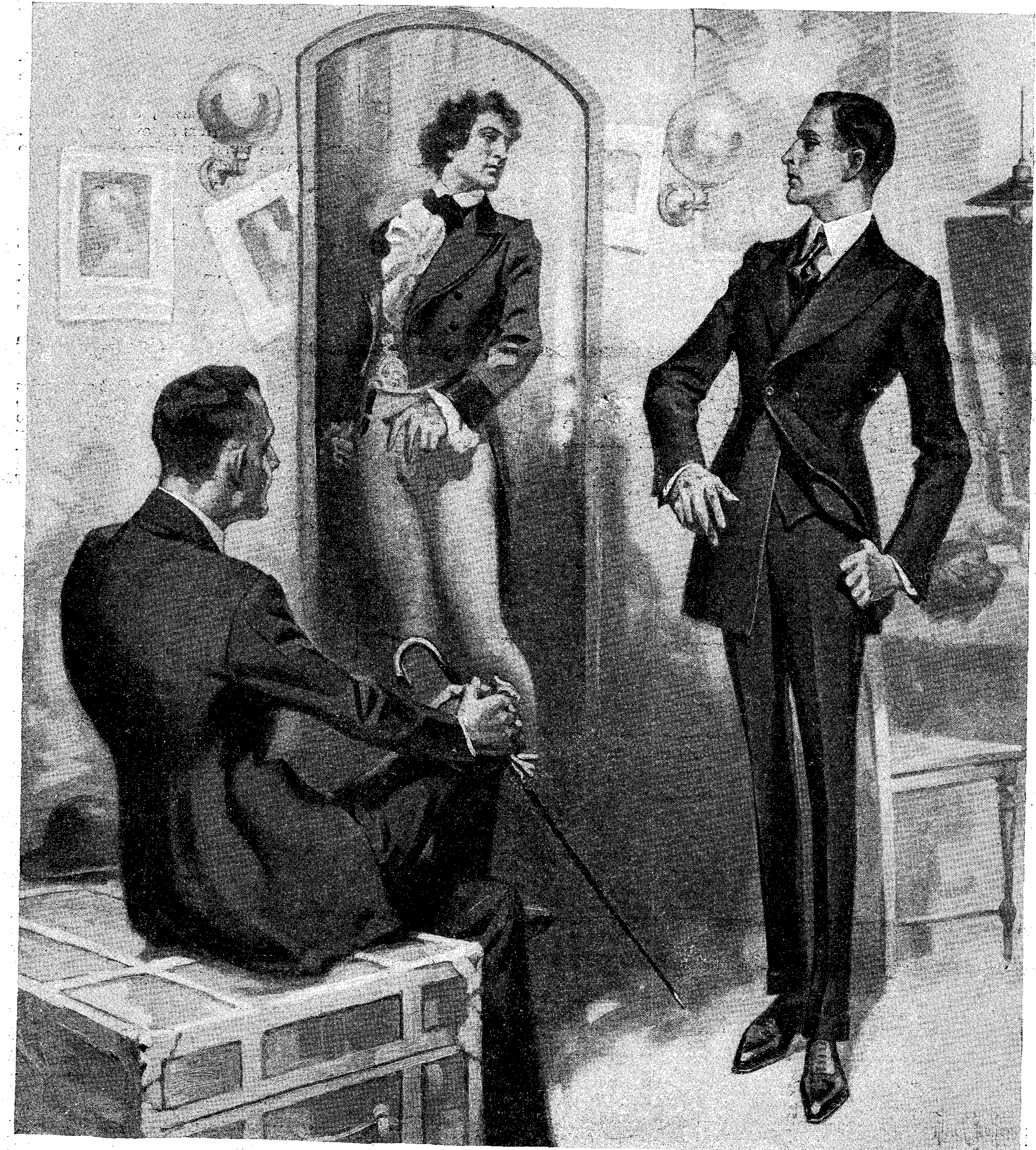
FOR HAY FEVER

Luden's Have *Many Uses*

LUDEN'S MENTHOL COUGH DROPS
LUDEN'S NAME ON EVERY DROP
LUDEN'S

GIVE QUICK RELIEF

LUDEN'S MENTHOL COUGH DROPS



At the sign of
Ye Jolly Little Tailor

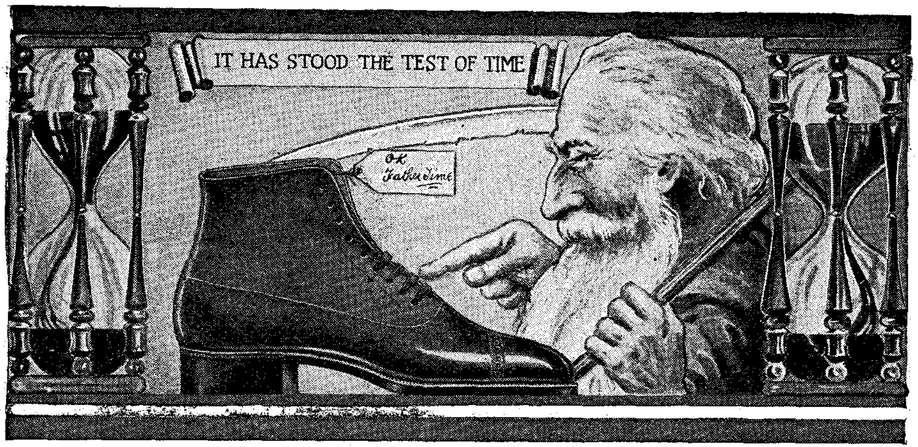
A Beau Brummel of yesterday—a John Barrymore of today—graceful exponents of the art of correct dress: A surge of frank admiration voiced in the question—— Who's Your Tailor? TRADE MARK REG'D 1906 BY ED. V. PRICE & CO.

—a picture vividly suggesting the finest traditions of good merchant tailoring as expressed with masterly skill by Ed. V. Price & Co. Tailors in every type of dress for formal and informal wear. Our dealer in your town is ready to show you the choice woolens and correct style lines for this season.

Ed. V. Price & Co.
CHICAGO, U.S.A.

The new style book Togs *is ready*
There's a copy for you

CLOTHES TAILORED TO INDIVIDUAL MEASURE ONLY. NO READY MADE

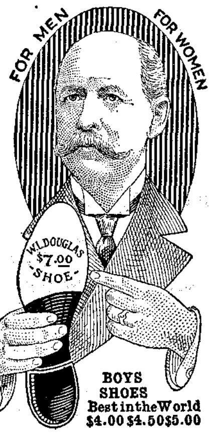

IT HAS STOOD THE TEST OF TIME
O.K. Father Time

W. L. Douglas
"THE SHOE THAT HOLDS ITS SHAPE"
$5.00 $6.00 $7.00 $8.00 $9.00 & $10.00

You can save money by wearing W. L. Douglas shoes, the best known shoes in the world. Sold by 106 W. L. Douglas own stores and over 9000 shoe dealers. W. L. Douglas name and the retail price stamped on the bottom guarantees the best shoes in style, comfort and service that can be produced for the price.

Since 1883 W. L. Douglas name and the retail price has been stamped on the bottom of the shoes before they leave the factory. The stamped price is never changed; this protects the wearers against unreasonable profits and has saved them millions of dollars on their footwear.

The stamped price is W. L. Douglas personal guarantee that the shoes are always worth the price paid for them. The prices are the same everywhere—they cost no more in San Francisco than they do in New York.


FOR MEN
FOR WOMEN
W.L.DOUGLAS $7.00 SHOE
BOYS SHOES Best in the World $4.00 $4.50 $5.00

CAUTION
Insist upon having W. L. Douglas shoes with his name and price stamped on the bottom.

If W. L. Douglas shoes cannot be obtained in your vicinity, order direct from factory by mail, Parcel Post charges prepaid.

Write for Illustrated Catalog showing how to order by mail.

1832
AUGUST
W. L. DOUGLAS PEGGING SHOES AT SEVEN YEARS OF AGE
©W.L.D.S.Co.

W. L. Douglas $7.00 and $8.00 shoes are absolutely the best shoe values for the money in this country. They are the leaders everywhere. W. L. Douglas $9.00 and $10.00 shoes are made throughout of the finest leather the market affords, with a style endorsed by the leaders of America's fashion centers; they combine quality, style and comfort equal to other makes selling at higher prices.

W. L. Douglas shoes are made by the highest paid, skilled shoemakers, under the direction and supervision of experienced men, all working with an honest determination to make the best shoes for the price that money can buy.

W. L. Douglas
Pres. W. L. Douglas Shoe Co.
161 SPARK STREET,
BROCKTON, MASS.

Waxed Carbon Paper
Will not smut, dry out or wrinkle; superior wearing and manifolding qualities; will not soil the hands or stationery; make clean, legible copies. Sold direct at factory prices; all colors in light, medium and standard weights. Send $1 for sample box of 50 sheets, legal size. State color and weight desired. Money back if not pleased. Address
THE RIBBON WORKS, Galveston, Texas

INSYDE TYRES Inner Armor
for Auto Tires. Double mileage, prevent blowouts and punctures. Easily applied in any tire. Used over and over in several tires. Thousands sold. Details free. Agents wanted.
American Accessories Co., Dept. 316 Cincinnati, O.

BLANKE'S
FAUST
INSTANT
COFFEE

FAUST INSTANT COFFEE & TEA
For the most delicious cup of coffee or tea, merely put soluble powder in cup, add hot water and serve. Made in a second—No Waste—No Grounds or Leaves—No Boiling or Cooking—No Pots to clean.

Send dealer's name and 45c. (foreign 55c.) for coffee or tea. Dealers supplied direct or by any jobber. Jobbers—Write Us.

Until recently all Faust Instant Coffee (known "over there" as U. S. Trench Coffee) was being shipped to our soldiers.

Victory now enables us to again supply the public.

'TIS BLANKE'S
FAUST
CHILE
POWDER

FAUST CHILE POWDER
IS A "DIFFERENT" SEASONING.
You use it instead of pepper, spices, etc. It's a combination of all of them, except salt. For salad dressings, meats, gravies, stews, soups, there's nothing quite so good. Sold by most dealers in 15c., 25c. and 1-lb. cans. If your dealer hasn't it, send 20c. for 2-oz. can and Recipe Pamphlet prepared by Henry Dietz, famous chef of historic Faust Cafe and Bevo Mill.
Dealers—Ask Your Jobber. Jobbers—Write Us.

C. F. BLANKE TEA & COFFEE CO., Dept. 4, Saint Louis, Mo.

BOOMING BUSINESS IN THE NATION'S RETAIL STORES

"Retail-store organizations and mail-order houses are experiencing the most prosperous period of their history," reports *The Wall Street Journal*, on the basis of figures gathered from all over the country. "They are running neck and neck, so to speak, with the automobile concerns, rubber companies, and woolen- and cotton-mills." *The Journal* specifies:

> "A comparison of gross sales of large organizations that embody the chain-store idea, such as Woolworth & Co., S. S. Kresge & Co., and such houses as Sears, Roebuck and Montgomery, Ward companies, for recent months with the same months of 1918, shows gains ranging up to 35.8 per cent., while a six and seven months' period comparison makes an even more favorable showing.
>
> "It is interesting to note that gross sales of Sears, Roebuck & Co. are running at the annual rate of $215,000,000; Great Atlantic & Pacific Tea Co, for year ended February 28, 1919, showed gross of nearly $152,000,000; F. W. Woolworth & Co.'s gross should reach $120,000,000 in 1919, while sales of United Drug Co. and United Cigar Stores, it is estimated, will total $62,000,000 each for the calendar year.
>
> "The Great Atlantic & Pacific Tea Co. on March 1 was operating 3,928 stores; Woolworth & Co. as of June, 1919, 1,056 retail establishments in this country and over 100 more in England and Canada; United Cigar Stores has 990 stores and 401 agencies; United Drug, 208 Liggett stores and 8,000 Rexall agents; Jewell Tea, 530 branches; Jones Bros. Tea, 333 stores; J. C. Penney Co., 197; S. S. Kresge, 171, and S. H. Kress, 144 stores.
>
> "Appended herewith is a comparison of sales of twelve large corporations, whose progress can be considered representative of the vitality of the retail chain-store business and of the operations of mail-order houses. The healthy financial status of this cross-section of American business life can be noted in the fact that all but three of the below-mentioned organizations are free from funded debt, and of these there is but one that is not in a position to cancel all indebtedness by taking a moiety from surplus.

		1919	*1918*	*Per Cent. Inc.*
Sears, Roebuck	July	$17,998,908	$13,251,026	35.8
	7 mos.	122,059,811	101,955,598	19.7
*Montgomery, Ward	July	......	......	3.9
	7 mos.	......	......	26.7
Woolworth & Co.	July	8,717,925	8,607,597	1.3
	7 mos.	59,776,929	54,002,532	10.7
Great Atlantic &	5 mos.	......	......	..
Pacific Tea Co.	to June	69,370,825	57,401,395	20.9
United Drug	6 mos.	......	......	..
	to June	27,895,970	22,383,425	24.6
‡United Cigar	3 mos.	......	......	..
	to March	13,740,531	......	..
S. S. Kresge	June	3,119,195	2,907,272	7.3
	6 mos.	18,321,388	15,622,648	17.3
National Cloak &	6 mos.	......	......	..
Suit	to June	17,198,128	15,542,476	10.6
J. C. Penney Co.	June	2,221,571	1,795,555	23.7
	6 mos.	11,306,143	8,087,341	39.3
S. H. Kress	July	1,793,687	1,608,615	11.5
	7 mos.	12,273,398	10,360,733	19.4
Jones Bros. Tea	July	1,410,962	1,180,914	19.5
	7 mos.	9,099,315	7,779,338	17.
Jewell Tea	4 wks to July 12	1,108,351	1,137,383	†2.6
	28 wks to July 12	8,645,124	8,182,404	5.6

---

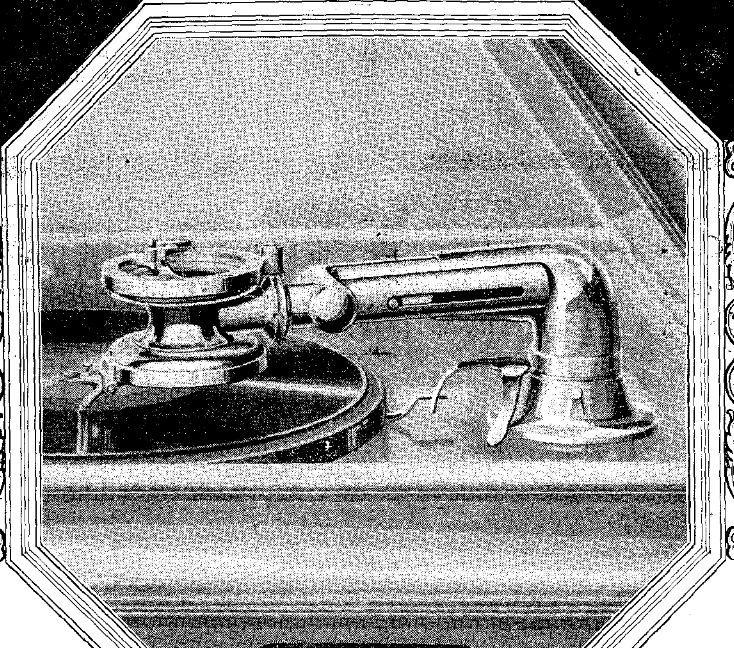
*Company does not divulge monthly gross sales.
‡No figures available for 1918 quarter.
†Decrease.

Temeritous Offer.—In case of death, call us on the phone, wherever you may be, and our representative will be with you without the least possible delay.—*From an undertaker's advertisement in the New York Times.*

A Gratis Cold.—"You seem to have a slight cold, my dear. I'll give you some pills for it."

"Oh, don't bother about the pills, doctor; you may have it for nothing."—*Life.*

The BRUNSWICK Method of Reproduction

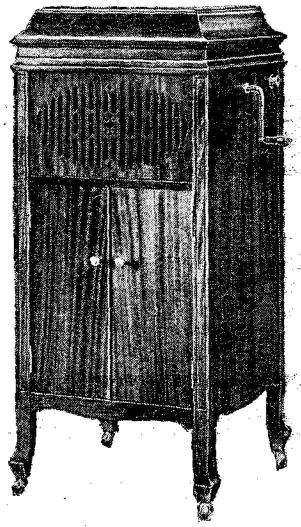


The Ultona

Achieving the Ultimate in Phonograph Music

By Means of Two Exclusive and Scientific Features

The Brunswick Method of Reproduction gained instant and wide-spread public favor because it enriches the tone qualities of all records. For this alone it is adored by artists and approved by the hypercritical. It embodies the true principles of tone reproduction and complies with the established laws of acoustics in projecting tone. Two revolutionary factors, among others essentially different from other phonographs, make this possible. They are the Ultona and the Tone Amplifier.



The Ultona Plays All Records

The Ultona—a product of creative genius—enables one to play all make records on the Brunswick. Not a combination contrivance nor complex mechanism, yet involving a fundamental principle of sound. By a slight turn of the hand it supplies the proper needle, correct weight and precise diaphragm.

The Amplifier Enriches Tones

As the name implies it amplifies tone, making it truer and sweeter. It is a vibrant tone chamber like the sounding board of a fine piano or violin. Constructed entirely of moulded hollywood and free from metal it gives the requisite resiliency for unfolding and projecting true tone.

Ask to Hear The Brunswick

Any Brunswick dealer will be glad to demonstrate the many claims made for it. Choose your favorite record to be tested—the one that will help you judge best. Your verdict like that of unnumbered thousands will be "the one super phonograph."

THE BRUNSWICK-BALKE-COLLENDER COMPANY

General Offices: CHICAGO and NEW YORK

Branch Houses in Principal Cities of
United States, Mexico and Canada

Canadian Distributors: Musical Merchandise
Sales Co., 819 Yonge Street, Toronto

Shelltex Rimmed
Shur-on
EYEGLASSES AND SPECTACLES

Shur-on spectacles made with rocking pads are especially adapted for children. Comfortable on nose and ears. Frames are lighter, look better, and prevent lenses from breaking or chipping. In consulting your oculist, optometrist or optician specify "Z" style Shelltex Shur-on.

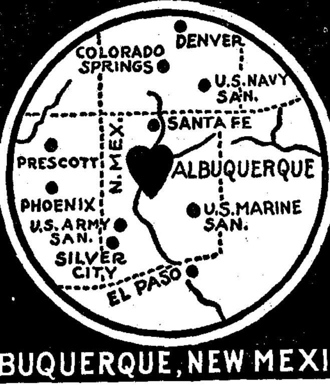
Look for
Shur-on
in the bridge

Quality Beyond Question
E. Kirstein Sons Co.
Est. 1864 ROCHESTER, N. Y.
Get your glasses where you can get Shur-ons.

What You Need to Know About English is told pleasantly and interestingly in *"Essentials of English Speech and Literature,"* by Frank H. Vizetelly, Litt.D., LL.D. "A fascinating book. Scholarly, lively, interesting."—*The Globe*, New York. *Third Revised Edition. Cloth, 418 pages, $1.50 net; by mail, $1.62.* FUNK & WAGNALLS COMPANY, New York.

IN THE HEART OF THE
WELL COUNTRY

ARE YOU HEALTHY?
If Not—Why Not?
It costs you nothing to write us and ascertain as to the thousands who have regained their health in our Sunshine and Climate.
"Step Lively"
Albuquerque
Chamber of Commerce
New Mexico



ALBUQUERQUE, NEW MEXICO

THE SPICE OF LIFE

The Reason.—SHE—"George, you looked awfully foolish when you proposed to me."

HE—"Well, very likely I was."—*London Opinion.*

An Early Start.—"And we'll grow old together, dearest."

HER FATHER'S VOICE FROM UP-STAIRS—"Well, you needn't start doing it down there, need you?"—*Tit-Bits* (*London*).

Something to Look Forward to.—DUBB GOLFER—"The day I get round these links in less than a hundred, I'll give you a dollar."

CADDIE—"Thank ye, sir. It'll come in handy in me old age."—*Boston Transcript.*

Literature Wins.—"Oh, we called about the flat advertised."

"Well, I did mean to let it, but since I've read the house-agent's description of it, I really feel I can't part with it."—*London Opinion.*

Her Rôle.—"Now we'll play zoo," said Willie, "and I'll be the elephant."

"That will be fine," said Aunt Mabel. "But what shall I be?"

"Oh, you can be the nice lady what feeds the elephant with buns and sugar," explained Willie.—*Blighty* (*London*).

A Grand Plan.—"What's the idea of sitting in the barn here all by yourself?"

"Well," answered Farmer Corntossel, "if the summer boarders aren't playin' jazz on the phonograph they're quarrelin' over the League of Nations, so I'm lingerin' out here with the cattle and restin' my mind."—*Washington Star.*

Newlywed Style.—A young farmer's bride who recently undertook the management of the horticultural department of the farm, writes the agricultural editor as follows: "What can I do to make my potatoes grow? I peeled them ever so carefully before planting them, but they haven't even come up yet."—*Philadelphia Inquirer.*

The Bark Test.—Two sailors at a dog-show were gazing at a valuable Skye terrier, which had so much hair that it looked more like a woolen mat than a dog.

"Which end is 'is 'ead, Tom?" asked one.

"Blowed if I know," was the reply, "but, 'ere, I'll stick a pin in him, and you look which end barks!"—*Blighty* (*London*).

He Raised 'Em.—"How did you get the turkeys the officer found in your possession?" sternly asked the police magistrate.

"I—I—I raised 'em, your Honor," stammered the prisoner.

"Tell me the truth."

"That's the truth, your Honor," persisted the crime-stained creature. "I reached down through a hole in the roof."—*The Continent.*

But What's in a Name?—Now that the nation is dry, an enterprising dopeologist has compiled the following for the benefit of summer vacationists: Rye, N. Y.; Bourbon, Ill.; Green River, Ky.; Cliquot, Mo.; Champaign, Ill.; Brandy Keg, Ky.; Brandy Camp, Pa.; Brandy City, Cal.; Port, Okla.; Sherry, Texas; Brandywine, W. Va.; Ginn, Miss.; Wine, Va.; Tank, Pa.; Booze, Tenn.; Drinker, Pa.; Aqua, Va.; Vichy, Mo.; and Lithia, Fla. Take your choice.—*The Wheeling Register.*

The Velvet Clutch
With a Bulldog Grip

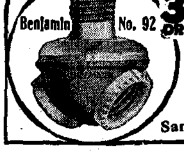
DETLAFF

A DETLAFF Clutch makes a good clutch better.

A. J. DETLAFF COMPANY
121-129 Lafayette Avenue East
DETROIT, MICHIGAN
(14)

Double Service
From One Socket

Why do without light when using your electric light socket for the washer? The BENJAMIN TWO-WAY PLUG Gives extra outlets to single sockets.



At Your Dealer's
3 for $3.50 OR $1.25 EACH
BENJAMIN ELECTRIC MFG. CO.
Chicago
New York
San Francisco

No More Blurred Windshields

Wonderful Mystic Cloth; works like magic; *one rub over rain or snow blurred windshield*, presto! glass stays clear 24 hours; can't blur; guaranteed one year; agents wanted; big selling season now on; details free. **Security Mfg. Co., Dept. 178; Toledo, O**

Become an Expert in
BANKING

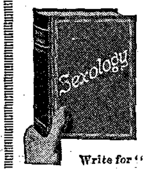
Banking as now conducted is really a new profession. Financial institutions are more active and progressive than ever before. They need men trained in modern methods. Splendid opportunities open for cashiers, managers, tellers, trust officers, etc. Make yourself a Banking Expert thru the LaSalle Course in Banking and Finance. Only spare time required. Moderate cost. Easy terms. Our free book tells all about the opportunities in Banking for LaSalle trained experts. Write for it now.

LaSALLE EXTENSION UNIVERSITY
"The World's Greatest Extension University"
Dept. 952-BF Chicago, Ill.

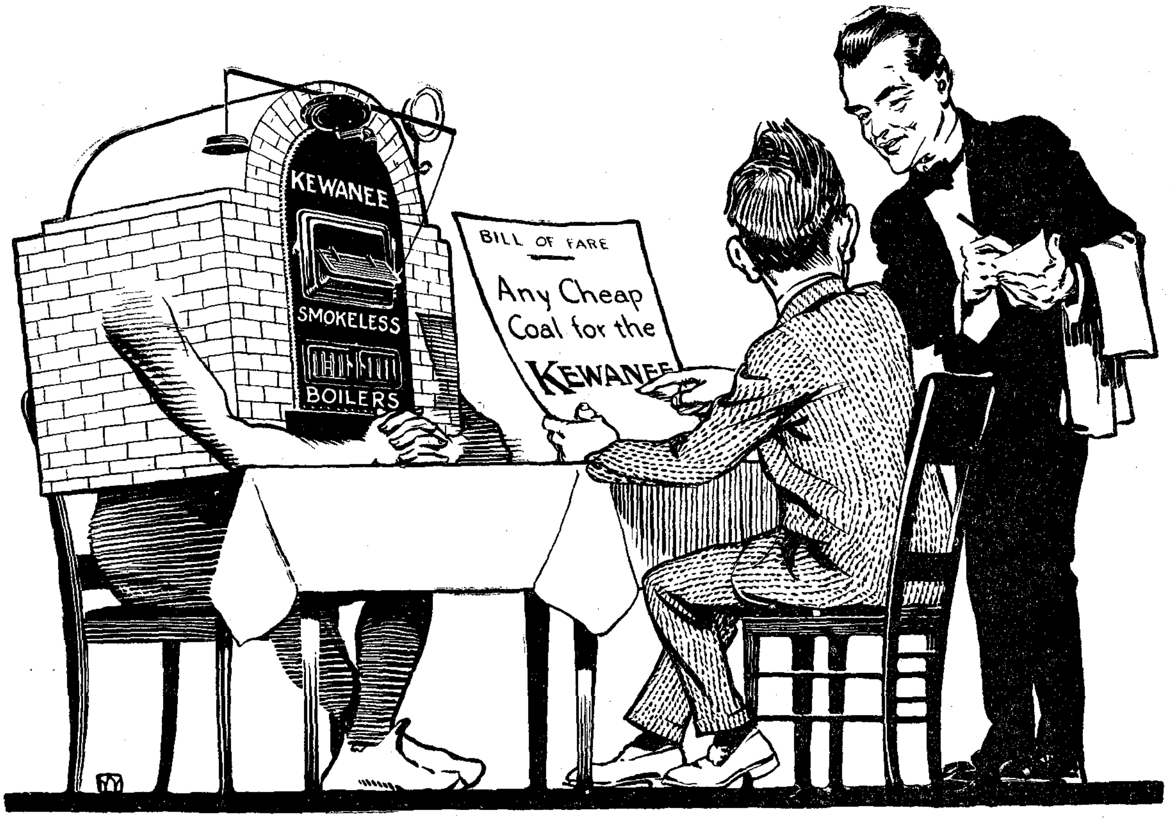
Let Cuticura Be
Your Beauty Doctor

All druggists; Soap 25, Ointment 25 & 50, Talcum 25. Sample each free of "Cuticura, Dept. 6B, Boston."

SEXOLOGY



by William H. Walling, A. M., M. D.
imparts in one volume:
Knowledge a Young Woman Should Have.
Knowledge a Young Wife Should Have.
Knowledge a Mother Should Have.
Knowledge a Mother Should Impart to Her Daughter
Medical Knowledge a Wife Should Have.
Also includes other kindred subjects.
All in one volume. Illustrated. $2.00 postpaid.
Write for "Other People's Opinions" and Table of Contents.
Puritan Pub. Co., 2783 Perry Bldg., Philadelphia, Pa.



KEWANEE Smokeless Boilers Burn ANY Coal

SUPPOSE you should buy a horse that could live on straw instead of hay and oats. You could pay a lot more money for him and still be a pile of dollars ahead.

It isn't the first cost of the animal, but what you must feed the beast to make him work that determines whether or not he is a good investment. And the feeding cost of a Kewanee Smokeless Boiler is way below other boilers.

A Kewanee Smokeless is not finicky. It doesn't need to be "milk fed" on high priced coal because it will burn ***any cheap coal you can get anywhere:*** And burn it ***without smoke*** which means ***without waste.***

No matter where your buildings are located you can use the coal nearest to you — the cheapest coal you can buy—IF you have a Kewanee Smokeless in the basement.

Look in the basements of the buildings in this city that are making money for their owners. There you will find the Kewanee Smokeless—the good old watch dog of the coal pile — cheerfully making plenty of heat, with the least amount of trouble and at the smallest possible cost.

Our book, "Kewanee on the Job" shows some of the buildings where Kewanee Boilers are cutting coal costs. A request to any of our offices will bring it to you.

THESE BOILERS ARE NOT ADAPTED TO RESIDENCE HEATING

KEWANEE

KEWANEE BOILER COMPANY

KEWANEE, ILLINOIS

Steel Heating Boilers, Radiators, Tanks,
Water Heating Garbage Burners

ALSO KEWANEE RADIATORS

BRANCH OFFICES:

CHICAGO—Market and Washington Sts.
NEW YORK—47 W. 42nd St.
DES MOINES, 315 Hubbell Bldg.
KANSAS CITY—2014 Wyandotte St.
ATLANTA—37 So. Forsyth St.

ST. LOUIS—1212 Chemical Bldg.
MINNEAPOLIS—708 Builders Exchange.
WASHINGTON, D. C.—534 Southern Bldg.
SALT LAKE CITY—Scott Bldg.
MILWAUKEE—Majestic Bldg.

PITTSBURGH—945 Oliver Bldg.
DALLAS—Southwestern Life Bldg.
DETROIT—1925 Ford Bldg.
LOS ANGELES—Baker-Detwiler Bldg.

CANADIAN REPRESENTATIVES—The Dominion Radiator Co., Ltd.
Toronto, Ont., Montreal, Que., Winnipeg, Man., Hamilton, Ont., St. John, N. B., Calgary, Alta., Vancouver, B. C.

Just So.—"Mrs. Gasley is a great gossip."

"Yes. She has a keen sense of rumor."—*Blighty* (*London*).

The Latest Excuse.—FARMER—"Hey, there, how came you to be up in my apple-tree?"

BOY—"Please, mister, I just fell out of an airplane."—*London Opinion.*

Naturally.—"I suppose when Hungary settles its government it will change its form of national assembly."

"Why should it?"

"Because its Diet might not agree with its new constitution."—*Baltimore American.*

New Variety.—"Mama, I want a dark breakfast."

"Dark breakfast? What do you mean, child?"

"Why, last night you told Mary to give me a light supper, and I didn't like it."—*Blighty* (*London*).

Victim of Environment.—"Jack told me he loved me, but I don't know whether to marry him or not."

"Don't you think he tells the truth?"

"I've no doubt the dear boy tries to, but you see he works in the Weather Bureau."—*Boston Transcript.*

Korean English

HYOK SIN CHYUM

Skin, Shoe Leather and Appendixes, all kinds of shoes, Trunk, Purse, Harness, etc.
Manufacture and Sale
Head quarter, telephone..............709
Skin Manufactory...................953

—*The Korean Magazine.*

Keeping It Dark.—MASTER OF THE HOUSE—"Why did you tell the mistress what time I came in this morning, after I expressly paid you and told you not to?"

THE COOK—"Sure, sir, an' Oi didn't tell her. She asked me what time you got in, an' Oi tould her Oi was so busy getting the breakfast that Oi didn't look at the clock."—*Blighty* (*London*).

When Insomnia Sets In.—"Do the trolley-cars keep you awake?"

"Never," said Mr. Crosslots. "It's when there's a threat to stop 'em that I get nervous and can't sleep."—*Washington Star.*

Interesting Bed.—Little Roy had returned from a week's visit to his aunt, and was trying to describe the folding bed he had been sleeping in. "It lays down at night, mama, and stands on its hind legs in the daytime."—*Boston Transcript.*

Pointed Question.—Some medical fiend claims to have discovered that bee-stings are a great cure for rheumatism. Pity the hesitating rheumatic patient, timorously muttering: "To 'bee' or not to 'bee'—that is the question!"—*The Passing Show* (*London*).

The Ultimate Victim

When capital wants extra gains,
On profits tightens all the reins,
Who has to suffer all the pains?
The public.

When labor gets dissatisfied,
And would conditions override,
Who gets submerged beneath the tide?
The public.

When strikes put up the price of food,
And each side holds firm attitude,
Who always has to make loss good?
The public.

When street-cars cease to run, and balk
At all conciliation talk,
Who has to pay the freight and walk?
The public.

When managers and actors fight
And theaters are closed at night,
Who sees amusement out of sight?
The public.

Who in disputes which rise each day,
Is not permitted any say,
But always loses either way?
The public.

—"*Josh Wink*,"
in the Baltimore "American."

THE LEXICOGRAPHER'S EASY CHAIR

Readers will please bear in mind that no notice will be taken of anonymous communications.

"H. A. L.," New Haven, Conn.—"Who is *Essad Pasha of Albania*, and what is he doing now?"

Essad Toptani Pasha was born about 1863, and was an Albanian soldier and national leader, a member of the Toptani family of Tirana, near Durazzo. He was trained for the army, served in the garrisons of Macedonia and Anatolia, and finally commanded the gendarmerie at Constantinople. For his services in the war against Greece in 1897 he was granted the title of Pasha. Altho he killed the agent who had been directed by Sultan Abdul Hamid to murder his brother, Ghani Toptani, his influence was so great that Abdul Hamid dared not punish him. Instead, he was transferred to Janina, where he commanded the local gendarmerie and was even raised to the rank of general. Out of hatred for Abdul Hamid, Essad joined the Young Turk movement in 1908, marched with the Saloniki troops to vindicate the constitution, and was head of the deputation that bore the news of his deposition to Abdul Hamid. During the Balkan War Essad participated in the defense of Scutari against the Montenegrins in 1912, and when the Powers declared in favor of the autonomy of Albania, he raised the Albanian flag over his troops. Shortly after this incident the Turkish commander, Hassan Riza Pasha, was murdered, thus leaving Essad in full command at Scutari. In 1913 he was a member of the Provisional Albanian Government, and in 1914 he was appointed Minister of War and of the Interior. (*New International Encyclopedia.*) This effort of establishing a military government failed, and eventually the country was overrun by Austria. Essad Pasha's whereabouts at present are unknown to us.

"F. H.," Tifton, Ga.—"(1) How many sons did the late German Emperor have at the beginning of the war? (2) Have any been killed or seriously wounded? If so, which one and when? (3) What are their names in order, the youngest first?"

(1) The late German Emperor had six sons at the beginning of the war, and they are still living. They are as follows:—Prince Joachim, born December 17, 1890; Prince Oscar, born July 27, 1888; Prince August Wilhelm, born January 29, 1887; Prince Adalbert, born July 14, 1884; Prince Wilhelm Eitel Friedrich, born July 7, 1883; Prince Friedrich Wilhelm, born May 6, 1882. (2) Prince Joachim was slightly wounded but not killed. However, one of the Princes of Prussia, Albrecht, remotely connected with the Emperor's family, died of wounds after having been captured as an aviator.

Classified Columns

MISCELLANEOUS

SPEND A DELIGHTFUL FALL AND WINTER TRAVELING. A salary to start and all railroad fare paid. One of the country's old and well-established business houses, with a nation-wide organization, will have openings for ten educated women this fall. Applicants must be between 25 and 40 years of age and free to travel extensively. Positions offer interesting work in educational sales field. These vacancies are in our regular sales organization and are paying $200 to $400 a month. Give such information as will make your application stand out from the mass.
Address S. J. GILLFILLAN, Secretary
F. E. COMPTON & CO.
Box L. D.
58 E. WASHINGTON ST., CHICAGO, ILL.

Salesman—City or Traveling Experience unnecessary. Send for list of openings and full particulars. Prepare in spare time to earn the big salaries—$2,500 to $10,000 a year. Employment service rendered members. Natl. Salesmen's Tr. Ass'n, Dept. 140-K, Chicago.

Agents make $50 weekly selling Accident and Sickness Policies for $10 yearly. Pays $5000 death, increasing to $7500. Also $25 weekly benefit for accident or sickness. Quick claim settlements. Permanent income from renewals. $100,000 deposited with State. Address Insurance Co., Dept. A, Newark, N. J.

SWIMMING SCIENTIFICALLY TAUGHT by Prof. F. E. DALTON and L. C. DALTON, the noted experts, teaches you all the principal strokes, how to float, dive, etc. Get it to-day and double your summer enjoyment.
Newly revised and illustrated; by mail, $1.35.
FUNK & WAGNALLS COMPANY, - New York

MISCELLANEOUS

"MODERN" Duplicator—a business getter. $1.50 up. 50 to 75 copies from pen, pencil, typewriter. No glue or gelatine. 35,000 firms use it. 30 Days' trial. You need one. Booklet free. J. G. Durkin & Reeves Co., Pittsburgh, Pa.

THE ROSICRUCIAN MYSTERIES
200 pp. Cloth. $1.00 Postfree. The Book for the Busy Man, who seeks a solution of the Riddle of Life and Death.
Whence have we come?
Why are we here?
Whither are we going?
ROSICRUCIAN FELLOWSHIP
P. O. Box 9,
Oceanside, California

PATENTS AND ATTORNEYS

PATENT SENSE
"The Book for Inventors and Manufacturers."
FREE. Write LACEY & LACEY
651 F Street, N. W., Washington, D. C.
ESTABLISHED 1869

DON'T LOSE YOUR RIGHTS TO PATENT PROTECTION. Sign and witness form "Evidence of Conception." This form, book and information sent free. Lancaster & Allwine, 211 Ouray Bldg., Washington, D. C.

Vest Pocket Standard Dictionary
has a larger vocabulary than any other such dictionary. *Cloth, 30c; moroccoette, 50c; red leather, 75c. Thumb-notch index, 10c extra. Postage, 5c extra.*
FUNK & WAGNALLS COMPANY - New York

How to Get Rich

—by following a plan clearly explained in "*The Book of Thrift*," the new guide to financial success by T. D. MACGREGOR. You can do it if you get a copy of this remarkable book and yourself adopt its plan of saving and investing.

All the wisdom of genuine thrift is packed within the covers of this 350-page volume, and *it is all yours for one dollar.*

The Book of Thrift

Why and How to Save and What to Do With Your Savings

Mr. MACGREGOR has been as much editor as author in that he has brought together and set down in most interesting and practical form the best results of the study, observation and practical experience of thousands of thrifty men and women. Not the least valuable of the book's twenty chapters is that containing helpful quotations from the lips of one hundred and sixty-eight successful men and women of every age and clime. Other features of the book of inestimable value are the true stories of success through systematic saving and wise investing, compound interest tables, and practical hints for saving in the home, the office, the factory and the farm.

Large 12mo, Cloth. $1.00 net; by mail $1.12
FUNK & WAGNALLS COMPANY, 354-60 Fourth Ave., New York